

GLENORCHY PLANNING AUTHORITY MEETING

AGENDA

MONDAY, 10 AUGUST 2020



GLENORCHY CITY COUNCIL

- * Aldermen with an interest or concern in relation to a particular item on this Agenda, are invited to attend the meeting.
- * All application information is available to Aldermen for inspection upon request to the relevant Planning Officer.

Chairperson: Alderman Kristie Johnston

Hour: 5.00 p.m.

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

2. APOLOGIES/LEAVE OF ABSENCE

3. PECUNIARY INTERESTS

4. CONFIRMATION OF MINUTES

That the minutes of the Glenorchy Planning Authority Meeting held on 13 July 2020 be confirmed.

5. PROPOSED USE AND DEVELOPMENT - COFFEE CART (FOOD SERVICES) - 6 RIVERVIEW PARADE ROSETTA

Author: Planning Officer (Angela Dionysopoulos)

Qualified Person: Planning Officer (Angela Dionysopoulos)

Property ID: 5340610

REPORT SUMMARY

Application No.:	PLN-20-212
Applicant:	Bean To Brew
Owner:	H F Krause and M A L Krause
Zone:	General Residential
Use Class	Food Services
Application Status:	Discretionary
Discretions:	10.2 Use Table, E17.6.1 Use of Signs, E17.7.1 Standards for Signs (The proposal meets all other applicable standards as demonstrated in the attached appendices)
Level 2 Activity?	No
42 Days Expires:	11 August 2020
Existing Land Use:	Single dwelling
Representations:	Two
Recommendation:	Approval, subject to recommended conditions

REPORT IN DETAIL

PROPOSAL

The application proposes a partial change of use for a coffee cart (Food services).

The cart is proposed to be set up at the front of the existing dwelling, along with a 3m x 3m marquee, and packed away on a daily basis. The setup is proposed to have minimum setbacks of 7m from the frontage and 8m from the side boundary.

The proposed hours of operation are 8.00am to 3.30pm, Monday to Friday only. Mains power will be used.

The proposal includes a Wall Sign on the cart and an Umbrella Sign on the marquee. No other signage is proposed.

No seating is proposed to be provided.

SITE and LOCALITY

The site is an approximately 779m² lot with an average, north-westerly gradient of approximately 1 in 8 (Figure 1). The site contains an existing single dwelling.

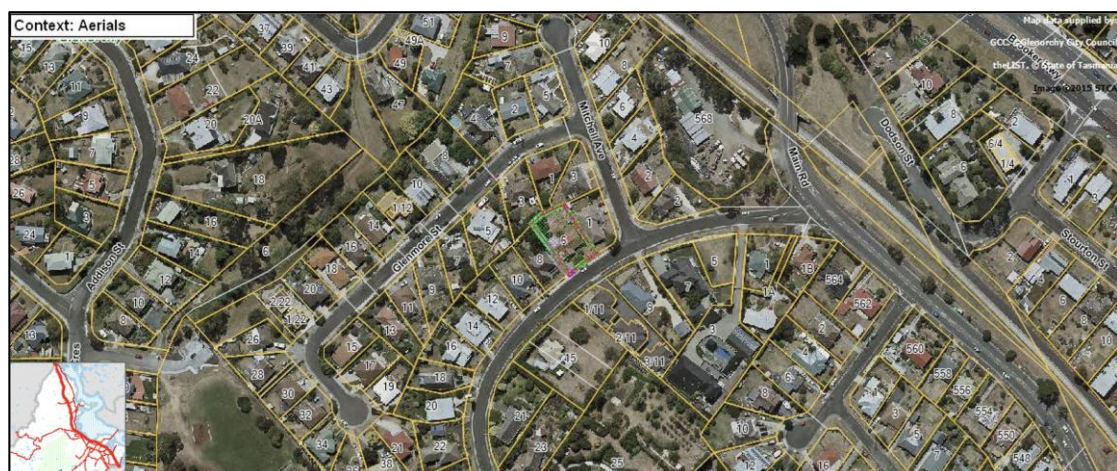


Figure 1 - Aerial photograph of the site (highlighted) and surrounds – Council database 2019

The locality is characterised by existing residential development primarily for single dwellings. Rosetta Primary School is located to the south-west and Brooker Highway is to the north-east.

ZONE

The site is in the General Residential Zone (Figure 2).

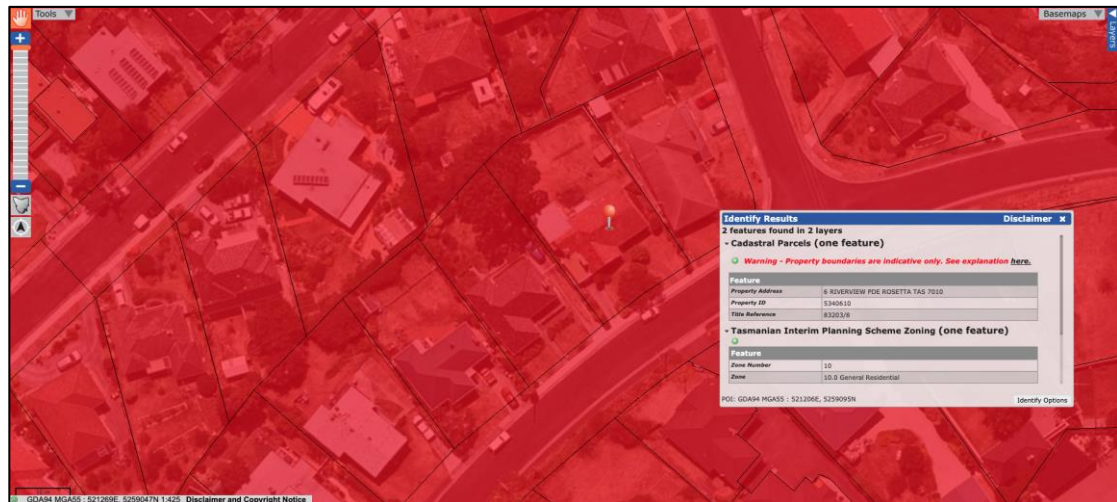


Figure 2 – The site is in the General Residential Zone (red) – Glenorchy Interim Planning Scheme 2015

BACKGROUND

No planning background was identified in a search of Council's electronic records.

Council's Plumbing records for the dwelling date from 1963.

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 Parking and Access Code and Stormwater Management Code apply, and therefore prevail over the zone provisions, where there is any conflict.

Use Class Description (Table 8.2):

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

Other relevant definitions (Clause 4.1):

Act means the *Land Use Planning and Approvals Act 1993*.

Building means as defined in the Act. The Act defines building to include a structure and part of a building or structure. **Structure** is not a defined term in the Scheme or the Act, and therefore has its ordinary meaning. The dictionary definition¹ of structure is fairly general, and includes something built or constructed; a building, bridge, dam, framework and the like.

A vehicle is not a building. The coffee cart is not a vehicle as it does not have wheels, is not a trailer and cannot be registered. It is a structure. Therefore it is a building. The marquee is also a structure, and therefore a building.

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

Home-based business means use of part of a dwelling by a resident for non-residential purposes if:

- (a) *no more than 50m² of floor area of the dwelling is used for the non-residential purposes;*
- (b) *the person conducting the business normally uses the dwelling as their principal place of residence;*
- (c) *it does not involve employment of more than 2 workers who do not reside at the dwelling;*
- (d) *any load on a utility is no greater than for a domestic use;*
- (e) *there is no activity that causes electrical interference to other land;*
- (f) *there is, on the site, no storage of hazardous materials;*
- (g) *there is, on the site, no display of goods for sale;*
- (h) *there is, on the site, no advertising of the business other than 1 sign (non-illuminated) not exceeding 0.2m² in area;*
- (i) *there is, on the site, no refuelling, servicing or repair of vehicles not owned by a resident;*
- (j) *not more than 2 commercial vehicles are on the site at any one time and no commercial vehicle on the site exceeds 2 tonnes; and*
- (k) *all vehicles used by the business are parked on the site.*

More than one sign is proposed, and the area of the proposed signage exceeds 0.2m². Therefore the proposal is not categorised as a home-based business.

Sign means a device that is intended to give information, advertise or attract attention to a place, product, service or event.

¹ 2001, *Macquarie Dictionary*, Revised Third Edition, Macquarie Library, N.S.W., p. 1865.

For the purposes of the E6.0 Parking and Access Code:

Floor area means the gross floor area, excluding the area of stairs, loading bays, access ways, or car parking areas, or any area occupied by machinery required for air conditioning, heating, power supply, or lifts.

Clause E17.3 Definition of Terms in the Signs Code specifies that if a sign fits a definition of more than one defined sign, the most specific defined sign applies. If a sign does not readily fit any defined sign, it must be categorised as the most similar defined sign. For the purposes of the E17.0 Signs Code:

Sun Blind Sign means a sign incorporated into the fabric or structure of a sun blind or canopy situated over a door or window.

Umbrella Sign means messages, product or propriety logos, or other graphics printed or displayed on umbrellas used in association with outdoor dining.

No outdoor dining is proposed; however the proposed marquee is considered more akin to an umbrella than to a canopy, as it is a free-standing structure and provides customers with shelter from the weather, rather than providing shading to a window or door. Therefore the proposed signage on the marquee is categorised as an Umbrella Sign.

Wall sign means a sign painted on or attached parallel to the wall of a building or fence surrounding a building.

The sign painted onto the exterior side of the proposed coffee cart is categorised as a Wall Sign, as the coffee cart is defined as a building.

In accordance with Clause 4.1.1, terms in the Scheme have their ordinary meaning unless they are defined in the Act or the Scheme.

Floor means that part of a room or the like which forms its lower enclosing surface, and upon which one walks; a level supporting surface in any structure².

Wall means an upright work or structure of stone, brick, or similar material, serving for enclosure, division, support, protection etc., as one of the upright enclosing sides of a building or room; anything which resembles or suggests a wall; the external layer of structural material surrounding an object³.

Whole number means an integer as 0, 1, 2, 3, 4, 5, etc⁴.

Part C: Special Provisions

No special provisions of the Scheme apply to this proposal.

Part D: Zones

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

² 2001, *Macquarie Dictionary*, Revised Third Edition, Macquarie Library, N.S.W., p. 720.

³ 2001, *Macquarie Dictionary*, Revised Third Edition, Macquarie Library, N.S.W., p. 2113.

⁴ 2001, *Macquarie Dictionary*, Revised Third Edition, Macquarie Library, N.S.W., p. 2149.

Zone Purpose Statements

The purpose of the General Residential Zone is 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; compatible non-residential uses that primarily serve the local community; and the efficient utilisation of services.

The proposed coffee cart is intended to serve local passersby. The proposal will utilise the existing infrastructure servicing the dwelling. The proposed use is considered to be compatible as no unreasonable amenity impact is anticipated, and the proposal is assessed as meeting the applicable zone standards. The proposal is therefore considered to accord with the zone purpose.

Use Table

Food services use has discretionary status in the zone. The proposal is also discretionary owing to reliance on performance criteria for compliance with the standards for Use of Signs and Standards for Signs.

Use Standards

The proposal complies with the acceptable solutions for all the applicable use standards in the zone.

Development Standards for Residential Buildings & Works

No residential buildings or works are proposed.

Development Standards for Non-dwelling Buildings and Works

The proposal complies with the acceptable solutions for all the applicable non-dwelling buildings and works standards in the zone.

Part E: Codes

The following codes of the Scheme apply to this proposal.

E5.0 Road and Railway Assets Code

The Road and Railway Assets Code applies to use or development that intensifies the use of an existing access; requires a new crossing or junction; or that involves a sensitive use or development within 50m of certain road or railway assets.

As detailed in the Traffic Engineer referral, some additional traffic is expected to be generated by the proposal,. However, no additional use of the existing access is proposed, and the site is more than 50m from the nearest relevant road or railway asset. The Code does not apply.

E6.0 Parking and Access Code

The Parking and Access Code applies to all use and development.

E6.6.1 Number of Car Parking Spaces (A1)

Acceptable Solution A1 requires a number of on-site car parking spaces in accordance with Table E6.1 *Number of Car Parking Spaces Required*. The car parking requirement for takeaway food premises is based on floor area or number of seats, and includes a requirement for a queuing area if drive through is proposed.

No seating or drive through is proposed.

The proposed marquee does not have external walls enclosing the space, and therefore does not have a floor area, in accordance with the Scheme definitions as detailed in the relevant section of this report.

A takeaway food premises requires 15 spaces for each 100m² of floor area. The proposed coffee cart has a floor area of 0.8m², which generates a car parking requirement of 0.12 spaces. In accordance with the operation of Table E6.1, if the result is not a whole number, the required number of spaces is the nearest whole number. The nearest whole number to 0.12 is zero. No spaces are proposed, and the proposal therefore complies with the acceptable solution for the standard.

A condition is recommended to ensure that the coffee cart does not displace existing car parking spaces on the site by being set up in the carport or driveway.

E17.0 Signs Code

The Signs Code applies to the construction, putting up for display or erection as development, and the continuous display as use, of all signs.

The proposal includes a Wall Sign and an Umbrella Sign. The Code applies.

Clause E17.4 provides exemption for Wall Signs in certain circumstances. The proposed sign is not exempt as Wall Signs have discretionary status in the General Residential Zone, in accordance with Table E17.3 *Status of Signs in Zones*.

No exemption applies for the proposed Umbrella Sign, as the exemption requires that the umbrella be used in association with outdoor dining which has an occupation license under a relevant Council By-Law. No outdoor dining is proposed.

E17.6.1 Use of Signs (A1)

Acceptable Solution A1 requires that signs must have 'permitted' status in the zone. The proposed Umbrella Sign has 'permitted' status in the General Residential Zone; however, the proposed Wall Sign has 'discretionary' status in the zone. The proposal relies on Performance Criterion P1 for compliance with the standard.

Performance Criterion P1 requires that a sign must be a discretionary sign in Table E.17.3. The proposed Wall Sign has discretionary status in the zone; however, the proposed Umbrella Sign does not.

Previous decisions of the Resource Management and Planning Appeal Tribunal of Tasmania (RMPAT) have precluded consideration of the acceptable solution for standards when assessing compliance with the corresponding performance criteria.

Clause 7.5.4 of the Scheme provides that the planning authority may consider the relevant objective in an applicable standard to help determine whether a use or development complies with the performance criterion for that standard. The objective of this standard is to ensure that the use of signs complements or enhances the built

or natural environment in which they are located. The proposed Umbrella Sign consists of a simple, white logo and text showing the business name, on a dark, neutral background. The design and colour scheme complement the dwelling, which has a natural brick and white trim. The proposal is assessed as meeting the performance criteria and complies with the standard.

E17.7.1 Standards for Signs (A1)

Acceptable Solution A1 requires that signs must comply with the standards listed in Table E17.2 and be a 'permitted' sign in Table E17.3. The proposed Wall Sign has 'discretionary' status in the zone; and the marquee with the proposed Umbrella Sign is considered not to meet the Sign Standards owing to the width being 3m. The proposal relies on Performance Criterion P1 for compliance with the standard.

Performance Criterion P1 requires that a sign not complying with the standards in Table E17.2 or with discretionary status in Table E17.3 must satisfy all of the following:

- (a) *be integrated into the design of the premises and streetscape so as to be attractive and informative without dominating the building or streetscape;*

The proposed signs are to be located at least 7m from the frontage, and will be partially obscured by vegetation on the site. The proposed signs have an attractive, simple design that clearly identifies the business but does not dominate the dwelling or the streetscape.

- (b) *be of appropriate dimensions so as not to dominate the streetscape or premises on which it is located;*

The dimensions of the proposed signs are proportional to the structures on which they are located, and do not dominate the streetscape or the dwelling.

- (c) *be constructed of materials which are able to be maintained in a satisfactory manner at all times;*

The proposed Umbrella Sign is constructed specifically for external use and forms an integral part of the marquee. The signage on the proposed coffee cart will be protected from the elements by the marquee and the dwelling. In addition, the structures are proposed to be packed away each day, which will assist with their longevity.

- (d) *not result in loss of amenity to neighbouring properties;*

The proposed signage does not include any bright colours and is to be located at least 8m from the neighbouring properties, with partial screening from existing vegetation on the subject site. No loss of amenity is considered to be caused.

- (e) *not involve the repetition of messages or information on the same street frontage;*

The proposed signage is to be located at a minimum 7m setback from the street, and will be only partially visible from the street. No repetition is considered to be caused.

- (f) *not contribute to or exacerbate visual clutter;*

The proposed signage is neutral in colour, set back substantially from the street, and partially obscured by existing vegetation on this site. No visual clutter is considered to be caused by the proposal.

(g) *not cause a safety hazard.*

The proposed signage does not impinge on any public space and does not provide any visually distracting elements. The proposed signage is not considered to cause a safety hazard.

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

PART F: Specific Area Plans

No Specific Area Plan applies to the site.

INTERNAL REFERRALS

Environmental Health Officer

Council's Environmental Health Officer reviewed the proposal and made the following comments.

The applicant advised that they will be using mains power for their coffee cart; this means that a generator will not be required. As such, it is expected that this development will comply with 10.3.1 acceptable solution A2. It is therefore recommended that 10.3.1 A2 be placed on the permit as a condition.

Traffic Engineer

Council's Traffic Engineer has reviewed the proposal and made the following comments.

Introduction

This application is for a partial change of use for a coffee cart at the front of the existing house dwelling at 6 Riverview Parade. The proposed hours of operation are 8am to 3.30pm, Monday to Friday.

Under the planning scheme there are no discretions under E5 Road and Railway Asset Code or E6 Parking and Access Code, as there will be minimal increase in traffic and there is no floor area associated with the proposal or any seats or a drive through area.

However, a review of the traffic and parking impact has been undertaken.

Transport Network

The coffee cart is proposed to be placed at 6 Riverview Parade at the front of the house, near the front door, so that the internal path from the footpath to the front door can be used. There are footpaths on both sides of Riverview Parade providing good pedestrian access to the site.

The site is located about 30m to the east of the junction of Mitchell Avenue and Riverview Parade. Mitchell Avenue connects onto Glenmore Street which are both local streets that terminate in cul-de-sacs.

About 160m to the west of the site is Rosetta Primary School. The 40kmh school zone signage starts about 20m to the west of the site, outside number 10 Riverview Parade

and shown below (Figure 3). The speed limit of the remainder of the street and outside this site, is 50km/h.



Figure 3 – Marked-up aerial photograph of the site and surrounds – Council database 2019

Riverview Parade is classified as a local link road and connects onto Marys Hope Road and Main Road. There is no traffic data available for Riverview Parade, however link roads generally carry between 1,000 to 3,000 vehicles per day.

The road width along Riverview Parade is approximately 8m which is wide enough for parking on both sides of the road and though traffic, where opposing vehicles traveling along the road would need to give way to each other to pass either at driveways or where there is no parking. This is not uncommon for a street and assists in slowing vehicle speeds.

At the junction of Mitchell Avenue and Riverview Parade there is adequate sight distance being greater than 90m in both directions which is required in accordance with the Austroads Guidelines and 80m under the planning scheme for a 50km.h zone.

Road Safety

The crash data provides information on the safety of the existing road network and can highlight road safety deficiencies in the network. Crash data reported to the Police in the last 5 years shows that there have been two crashes associated with Riverview Parade being:

1. Property damage crash due to manoeuvring near the school crossing on Riverview Parade.
2. Property damage crash due to rear end when turning right from Main Road into Riverview Parade.

This is not considered to represent a safety issue in the network.

Traffic Generation

The traffic generation rates for a takeaway coffee cart are not available, thus first principles are used based on parking numbers and information from the RTA (Roads and Traffic Authority) Guide to Traffic Generating Development.

If it is assumed that one car parking space is required and the turnover during morning peak time would be one car per every 5 minutes, then the traffic generated would be 12 car trips per hour during peak time. Some of the traffic will be pedestrians from the school, then this number can be discounted. It is not uncommon to discount by 35% to 50%.

Based on a discount of 35%, the traffic in the peak hour would be around 8 car trips. Outside peak hour this would be substantially less and sometimes not generate any traffic. If it is assumed the coffee cart operates at peak hour capacity for 2 hours a day and then at half capacity for another 4 hours, the traffic generated would be 32 vehicles per day.

An increase in traffic of 32 vehicles per day and 8 vehicle movements during peak hour, which will likely coincide with school pick up and drop off, is not expected to have a significant impact on the road network and the increase in traffic can safely be catered for.

Under the planning scheme, E5 Road and Railway Asset Code deals with traffic generation related to intensification of use of an access or junction. However, as there is no increase in traffic related to a driveway access and minimal increase in traffic on the surrounding road junctions, this code does not apply. This means there is no scope for traffic to be considered as part of the planning application.

Parking

The parking numbers for a takeaway coffee cart are not available; thus first principles are used based on information from the RTA Guide to Traffic Generating Development and another previously approved take away coffee site which also sold food.

At the other site, there was a building and two parking spaces provided on-site to allow pick up of coffee and food. The application included a discount due to passing pedestrian trade and offices in the area.

This proposal is assuming that parents from the school will mainly use the coffee cart, thus a discount in parking is applicable here of 35%. In the RTA Guide, it recommends 1 parking space per 5 seats. Based on the previously approved site and RTA guide, one parking space (maximum) is considered reasonable for this proposal. This parking space could be provided on-street.

It should be noted that the planning scheme requires no parking. However, if parking was required under the performance criteria of E6.6.1 number of parking spaces, on-street parking can be used having regard to the availability and reasonable needs of users.

A site inspection was undertaken on Wednesday the 22 July 2020 during school pick up. There are parking controls in place preventing parking on the southern side of the

road where the road bends, starting at the 40km/h speed sign and heading towards to school.

There is parking on both sides of the road from the 40km/h sign to Main Road, which includes outside 6 Riverview Parade. This parking still allows a through traffic lane and has adequate sight lines for drivers to be able to see oncoming vehicles, either along the road or from the junction with Mitchell Avenue, and pull over as required.

Parking was fully utilised from the school down to Mitchell Avenue during school pick up. There was parking on both sides of the road from the 40km/h sign to Mitchell Avenue, thus outside 6 Riverview Parade. In Mitchell Avenue there was one car park there. Most of the parked cars left after school pick up. Riverview Parade between Mitchell Avenue and Main Road had no cars parked there.

School pick up generates the most amount of parking as kids depart at one time. In the morning the parking demand is less as kids can be dropped off over a half an hour period. It is likely that parking for the morning drop off does not extend down to outside 6 Riverview Parade.

Based on the school parking during pick up, there are on-street parking spaces that can be utilised in Mitchell Avenue and Riverview Parade about 50m from the site which is considered within reasonable walking distance. In the morning there are likely to be parking spaces outside 6 Riverview Parade.

The on-street parking for the proposed coffee cart, can be catered for within the street including during school drop off and pick up, and is not expected to cause any safety issues on the road network.

It is noted that on-street parking is for the community to use, whether residential or businesses and provided by Council where possible. However, car parking provided on-street is not guaranteed in perpetuity or for the exclusive use of a development. This parking can be used by any public member and maybe removed in the future due to other requirements.

To lessen any on-street parking, it is recommended that the coffee cart is not located in the existing driveway of the premises so as not to displace the cars from the premises that currently park there onto the street.

Under the planning scheme, E6.6.1 number of parking spaces, there are no parking spaces required. This means there is no scope for parking to be considered as part of the planning application.

Summary

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

EXTERNAL REFERRALS

No external referrals were deemed necessary.

REPRESENTATIONS

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

1. Increased traffic

One representation states that Riverview Parade is congested and hazardous at school drop off and pick up times. The representor is concerned that a potential increase in traffic could increase the potential for injuries and would impact on the school community.

Planner's Comment:

The applicant contends that customers are expected to be primarily local pedestrians and people transporting children to and from the nearby school; and that therefore, there is no expected increase in existing traffic.

Owing to the receipt of representations concerned with traffic impacts, Council's Traffic Engineer reviewed the proposal, as detailed in the Referrals section of this report. Council's Traffic Engineer notes that crash data for the road does not indicate a safety concern; and advises that a calculated peak increase in road traffic of 8 vehicles per hour is not expected to have a significant impact on the road network, and can safely be catered for.

In terms of planning requirements, the standards dealing with traffic generation relate to the intensification of use of an access and fall within the E5.0 Road and Railway Assets Code. However, as detailed in this report, there is no proposed additional use of the existing access, and the code does not apply. This is confirmed by Council's Traffic Engineer. Therefore, there is no scope for matters relating to potential off-site traffic generation to be considered as part of the planning assessment.

2. Parking

Both representations state that parking is a consistent issue in the area, particularly at school drop off and pick up times. The representations note that a large portion of Riverview Parade provides parking only on one side of the street.

Planner's Comment:

The applicant contends that limited parking impact will be caused, as customers will not require parking for an extended period.

As noted above, the proposal was reviewed by Council's Traffic Engineer, who states that on-street parking for the proposed coffee cart can be catered for within the street including during school drop off and pick up, and is not expected to cause any safety issues on the road network.

As detailed in this report, the Scheme does not require any onsite parking spaces for the proposed use. Council's Traffic Engineer confirms that no parking is required in accordance with the planning scheme standards. Therefore, the proposal meets the acceptable solution for the E6.6.1 Number of car parking spaces standard, and there is no scope to consider off-site parking impacts under the planning scheme.

CONCLUSION

The proposed use has discretionary status in the zone. The proposal also relies on performance criteria for compliance with the standards for Use of Signs and Standards for Signs. The proposal is assessed as satisfying the performance criteria and complies with the standards. The proposal is assessed as complying with all other use and development standards in the General Residential Zone, as well as the applicable standards of the Parking and Access Code. The application was publicly advertised for the statutory 14-day period and two representations were received. It is concluded that the proposal is consistent with the requirements of the Scheme and is satisfactory.

RECOMMENDATION:

That a permit be granted for the proposed use and development of Coffee Cart (Food Services) at 6 Riverview Parade Rosetta subject to the following conditions:

Planning

1. Use and development must be substantially in accordance with planning permit application No. PLN-20-212 and Plans submitted on 2/07/2020 (2 pages), except as otherwise required by this permit.
2. The coffee cart must not be set up on the driveway or in the carport.
3. The approved hours of operation are 8.00am to 3.30pm, Monday to Friday only.

Environmental Health

4. 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.

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 6216 6800.

Attachments/Annexures

- 1** GPA Attachments - 6 Riverview Parade



APPENDIX A**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.	The proposed hours of operation are 8:00am – 3:30pm.	Yes
	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.	Council's Environmental Health Officer has reviewed the proposal and does not object on this basis.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	A3 External lighting must comply with all of the following: (a) be turned off between 6:00 pm and 8:00 am, except for security lighting; (b) security lighting must be baffled to ensure they do not cause emission of light into adjoining private land.	Not applicable. No external lighting is proposed.	NA
	A4 Commercial vehicle movements, (including loading and unloading and garbage removal) to or from a site must be limited to 20 vehicle movements per day and be within the hours of: (a) 7.00 am to 5.00 pm Mondays to Fridays inclusive; (b) 9.00 am to 12 noon Saturdays; (c) nil on Sundays and Public Holidays.	Not applicable. No commercial vehicle movements are proposed.	NA
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 160m ² .	Not applicable. No visitor accommodation is proposed.	NA
10.3.3 Local Shop	A1 A local shop must have a gross floor area no more than 200m ² .	Not applicable. The proposed coffee cart does not have any gross floor area.	NA

Standard	Acceptable Solution	Proposed	Complies?
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 proposed coffee cart and marquee are non-dwelling buildings and are therefore assessed against the relevant standards in accordance with A1 (a) (b) and (c). The proposal meets the acceptable solutions of the relevant standards, as detailed in this appendix (below).	Yes
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. No non-residential garage or carport is proposed.	NA
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.	Not applicable. No outdoor storage area is proposed.	NA

Standard	Acceptable Solution	Proposed	Complies?
10.4 Development Standards for Residential Buildings and Works (as required by standard 10.5.1)			
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.	The proposed frontage setback is 7m.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	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).	The proposed structures are to be located entirely within the building envelope.	Yes

Standard	Acceptable Solution	Proposed	Complies?
10.4.3 Site coverage and private open space for all dwellings	A1 Dwellings must have: (a) a site coverage of not more than 50% (excluding eaves up to 0.6 m); and (b) a site area of which at least 25% of the site area is free from impervious surfaces.	(a) The proposal will not increase the site coverage to more than 50%. (b) The proposal will not decrease the area of the site that is free of impervious surfaces below 25%.	Yes
10.4.7 Frontage Fences for all dwellings	A1 A fence (including a free-standing wall) within 4.5 m of a frontage must have a height above natural ground level of not more than: (a) 1.2 m if the fence is solid; or (b) 1.8 m, if any part of the fence that is within 4.5 m of a primary frontage has openings above a height of 1.2 m which provide a uniform transparency of not less than 30% (excluding any posts or uprights).	Not applicable. No fencing is proposed.	NA

APPENDIX B

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.	A takeaway food premises requires 15 spaces for each 100m² of floor area or one space for each three seats, whichever is the greater. The proposed coffee cart has a floor area of 0.8m², and no seating. An area of 0.8m² generates a car parking requirement of 0.12 spaces. In accordance with the operation of Table E6.1, if the result is not a whole number, the required number of spaces is the nearest whole number. The nearest whole number to 0.12 is zero. No car parking spaces are required for the proposal, and none are proposed.	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.	NA

Standard	Acceptable Solution	Proposed	Complies?
E6.6.3 Number of Motorcycle Parking Spaces	A1 The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.	Not applicable. Fewer than 20 car parking spaces are proposed.	NA
E6.6.4 Number of Bicycle Parking Spaces	A1 The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.	No bicycle parking spaces are required and none are proposed.	Yes
E 6.7 Development Standards			
No parking or access development is proposed, and none of the Code development standards apply.			

APPENDIX C**E17.0 Signs Code**

Standard	Acceptable Solution	Proposed	Complies?
E17.6 Use Standards			
E17.6.1 Use of Signs	A1 A sign must be a permitted sign in Table E17.3	The proposed Wall Sign is a discretionary sign in Table E17.3.	No
	A2 A sign associated with the sale of goods or services must relate directly to the use of the building or site to which it is affixed.	The proposed signs are to be located on the site to which they relate.	Yes
	A3 A sign must not contain flashing lights, moving parts or changing messages or graphics, except if a Statutory Sign	The proposed signage does not contain any animation.	Yes
	A4 An illuminated sign must not be located within 30 metres of a residential use, except if a Statutory Sign.	Not applicable. No illumination is proposed.	NA
E17.7 Development Standards			
E17.7.1 Standards for Signs	A1 A sign must comply with the standards listed in Table E.17.2 and be a permitted sign in Table E17.3.	Wall Signs have discretionary status in the General Residential Zone.	No

Standard	Acceptable Solution	Proposed	Complies?
	A2 The number of signs per business per street frontage must comply with all of the following: (a) maximum of 1 of each sign type; (b) maximum of 1 window sign per window; (c) if the street frontage is less than 20 m in length, the maximum number of signs on that frontage is 3; (d) if the street frontage is 20 m in length or greater, the maximum number of signs on that frontage is 6. except for the following sign types, for which there is no limit; (i) Building Site, (ii) Name Plate, (iii) Newspaper Day Bill, (iv) Open/Closed, (v) Real Estate, (vi) Street Number, (vii) Temporary Sign.	As the proposed signs are within the site, only the side facing the street is considered for the purposes of this Code. On this basis, one Wall Sign and one Umbrella Sign are proposed.	Yes
	A3 Signs must not obscure or prevent or delay a driver from seeing a Statutory Sign or a Tourist Information Sign.	The proposed signage will not interfere with the visibility of any other sign.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	A4 Signs must not resemble Statutory Signs because of the same or similar shape, size, design, colour, letter size or lighting.	The proposed signs do not resemble Statutory Signs.	Yes
	A5 For properties that have a common boundary with Brooker Avenue, any advertising sign must be located at least 5m from that boundary.	Not applicable. The site does not have a common boundary with Brooker Avenue.	NA
E17.7.2 Standards for signs on Heritage Places subject to the Heritage Code or within Heritage Precinct or Cultural Landscape Precincts	A1 No acceptable solution.	Not applicable. The site is not a Heritage Place.	NA

**6. PROPOSED USE AND DEVELOPMENT - TWO STAGED
SUBDIVISION FOR 18 LOTS PLUS BALANCE - 8 PARKWOOD
COURT CLAREMONT, WAKEHURST ROAD AUSTINS FERRY**

Author: Planning Officer (Bhavna Gungabison)

Qualified Person: Planning Officer (Bhavna Gungabison)

Property ID: 2291278

REPORT SUMMARY

Application No.:	PLN-18-127
Applicant:	Brooks Lark & Carrick
Owner:	M S Magazin and Z N Magazin
Zone:	Low Density Residential (8 Parkwood) Open Space (Poimena Reserve)
Use Class	Subdivision
Application Status:	Discretionary
Discretions:	12.5.1 Lot Design 12.5.2 Roads 12.5.3 Ways and Public Open Space 12.5.4 Services 19.5.1 Subdivision E5.5.1 Existing road accesses and junctions E7.7.1 Stormwater Drainage and disposa; E10.8.1 Subdivision E14.7.2 Appearance of buildings and works within Scenic Landscape Areas

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

Level 2 Activity?

No

42 Days Expires:

11 Aug 2020

Existing Land Use:

Single dwelling (Residential)

Representations:

4

Recommendation:

Approval, subject to conditions

REPORT IN DETAIL

PROPOSAL

The application is for a staged 18 lot subdivision at 8 Parkwood Court, Austins Ferry with pathways and infrastructure works proposed within the Poimena Reserve (CT 127887/1). A Public Open Space lot is proposed as part of the subdivision as a public open space contribution for the development.

The subdivision is to occur in two stages as follows:

Stage 1: Lots 1,14 -18, 100 (road lot) and 101 (public open space lot)

Stage 2: Lots 2 – 13 and 102 (road lot)

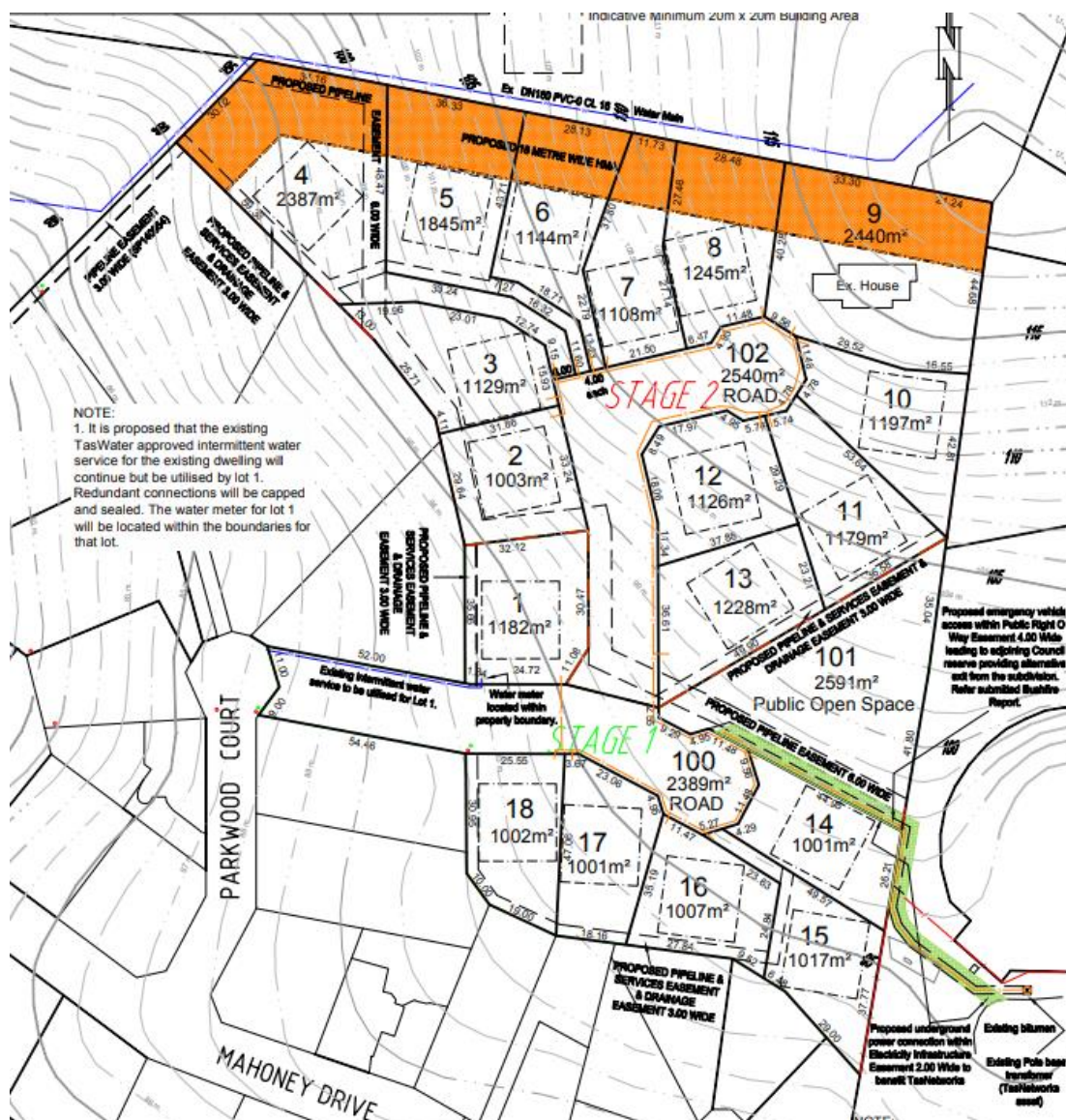


Figure 1: Proposed Plan of Subdivision.

The residential lot sizes are to range between 1000m² and 2500m². The Public Open Space is to have an area of 2591m² and the Road lot 100 is to be 2389m² and Road lot 102 is to be 2540m².

As part of the subdivision four (4) internal lots are proposed with access strip of more than 3.6m in width.

The frontages of the ordinary lots are to range between 6m to 41m with Lot 12 proposed as a corner lot with two frontages to the road.

Each residential lot is designed with an indicative building area of 20m × 20m and Lot 9 is to retain the existing dwelling.

An 18m wide Bushfire Hazard Management Area is proposed along the northern section of the property for Lots 4 – 9 to achieve a BAL rating of 19. Lots 1-3 and 10-18 are to have a BAL rating of 12.5.

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

A 4m public right of way is proposed through the proposed public open space onto the adjoining Poimena reserve. The right of way is allow for pedestrain link between the proposed subdivision and the Poimena Reserve. The Right or Way can also be utilised as an emergency vehicle access and bollards are to be installed to ensure the right of way is not utilised as a regular vehicle access and exit through the reserve. Service connections are also to be provided over the adjoining Poimena Reserve (Council owned land). No vegetation is to be removed as part of the works within the Reserve.

A Bushfire Management Report and a Natural Values Assessment Report were submitted as part of the application.

The proposed subdivision relies on the following performance criteria:

- 12.5.1 Lot Design (P2-P4)
- 12.5.2 Roads (P1)
- 12.5.3 Ways and Public Open Space (P1 & P2)
- 12.5.4 Services (P4)
- 19.5.1 Subdivision (P3)
- E5.5.1 Existing road accesses and junctions (P3)
- E7.7.1 Stromwater Drainage and Disposal (P2)
- E10.8.1 Subdivision (P1)
- E14.7.2 Appearance of buildings and works within Scenic Landscape Areas (P2)

SITE and LOCALITY

The subject site at 8 Parkwood Court is an irregular shaped lot with an area of approximately 3.1 ha. The site has access through the eastern end of the cul-de-sac head of Parkwood Court. The access has a width of 20m which services an existing dwelling on the north-eastern corner of the site. The site consists of vegetation which is to be cleared for the purpose of the proposed subdivision.

The site adjoins Poimena Reserve to the north and east, and residential lots to the south and west as shown in Figure 2 below.



Figure 2: An aerial image of the site at 8 Parkwood Court and surrounding locality.

The site is on a southwest facing slope with a gradient of approximately 1:6. The site is subject to biodiversity values which have been addressed in this report.

The site where the right of way and service connection is proposed is located within the Poimena Reserve, CT 127887/1 as shown in Figure 3 below.

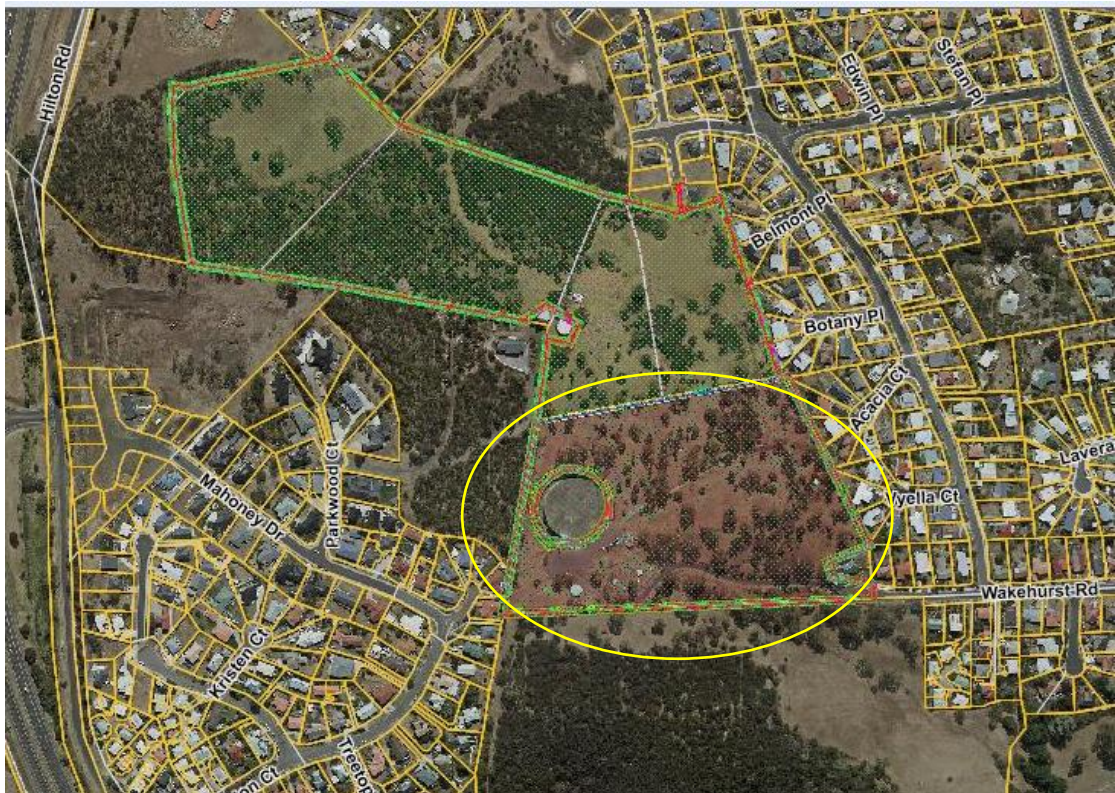


Figure 3: An aerial view of the Wakehurst Road Reserve (The specific lot subject to the proposed easement and pathway connection is encircled)

The extent of work within the Poimena Reserve is minor and is limited to provision of utilities only (pathway and TasNetworks service infrastructure).

ZONE

The site at 8 Parkwood Court is entirely zoned as Low Density Residential Zone (Pink shade in Figure 4 below).

Infrastructure works within the Reserve is on land zoned as Open Space Zone (Green shade in figure 4 below and encircled section shows location of proposed works within the Reserve)

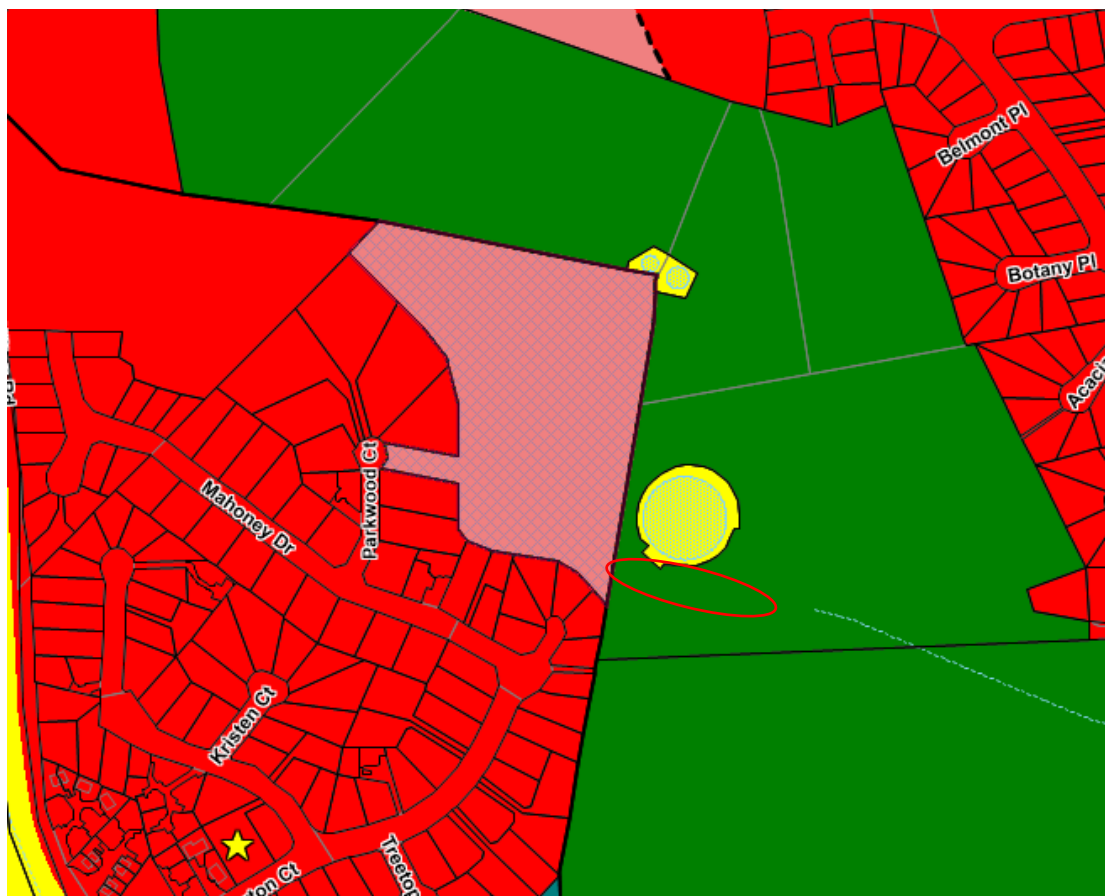


Figure 4– A extract of exponare (mapping system) showing the zoning of the subject site at 8 Parkwood Court and adjoining properties (Pink – Low Density Residential Zone; Red – General Residential Zone; Green – Open Space Zone; Yellow – Utilities Zone)

BACKGROUND

8 Parkwood Court:

PLN-03-01928 - Single Dwelling – Approved 07/10/03

PLN-07-04725 - Subdivision creating three (3) lots & S.43A – Withdrawn

Poimena Reserve:

PLN-11-276 - Proposed use and development - Telecommunications facility (30m high monopole & associated antennae) with associated equipment shelter – Approved 20/02/12

Reason for GPA:

Planning Services does not have delegation to determine an application for subdivisions creating more than five (5) lots. Additionally, three (3) representations were received during the advertising period which will be addressed in the assessment.

TasWater services (Potable water)

The proposal was referred as part of the normal referral process of Council and response was received stating that the lots cannot be serviced by TasWater due to sites and services constraints. The site has an existing water connection within the property of 8 Parkwood Court which services the existing dwelling. With the new road configuration proposed, Council Officers were unsupportive of maintaining a private services easement on future Council land. The water connection is now proposed to be suspended for the existing dwelling and is to be used for proposed lot 1 only. The rest of the lots are not to be serviced by Taswater for potable water.

ASSESSMENT**STATE POLICIES, OBJECTIVES of LUPAA**

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

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

GLENORCHY INTERIM PLANNING SCHEME 2015**Part B: Administration****General Exemptions**

Nil

Limited Exemptions

Nil

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

No SAP applies.

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

- E1.0 Bushfire Prone Areas Code
- E5.0 Road and Railway Assets Code
- E6.0 Parking and Access Code
- E7.0 Stormwater Management Code
- E10.0 Biodiversity Code
- E14.0 Scenic Landscape Code (affects only the Reserve - CT127887/1)

Use Class Description (Table 8.2):

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

Other relevant definitions (Clause 4.1):

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

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

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

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

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

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

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

Internal lot means a lot:

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

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

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

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

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

- (b) a lease of airspace around or above a building;
- (c) a lease of a term not exceeding 10 years or for a term not capable of exceeding 10 years;
- (d) the creation of a lot on a strata scheme or a staged development scheme under the Strata Titles Act 1998; or
- (e) an order adhering existing parcels of land.

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

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

Relevant definitions (Code 10.0)

Clearance and conversion means the process of removing native vegetation from an area of land and:

- (a) leaving the area of land, on a permanent or extended basis, in a state predominantly unvegetated with native vegetation; or
- (b) replacing the native vegetation so removed, on a permanent or extended basis, with residential, commercial, mining, agriculture or other non-agricultural development.

Disturbance means the alteration of the structure and species composition of a native vegetation community through actions including cutting down, felling, thinning, logging, removing or destroying of a native vegetation community.

Natural Values Assessment means an ecological assessment, generally consistent with the Guidelines for Natural Values Assessment, (DPIPWE July 2009), by a suitably qualified person (biodiversity) to identify and convey:

- (a) the location of priority biodiversity values affecting the site;
- (b) the significance of priority biodiversity values, with particular reference to Table E10.1;
- (c) any likely impact on these priority biodiversity values including existing activities on the site, nearby land uses, weeds, pests, pathogens and the degree of connectivity with other land with natural values;
- (d) the likely impact of the proposed development or use on these priority biodiversity values;
- (e) recommendations for the design and siting of the proposed development or use to avoid or minimise the identified impacts;
- (f) recommendations for the mitigation or management of any residual impacts.

Part C: Special Provisions

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

9.7 Subdivision

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

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

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

Comment:

A discretionary application is required for development involving a plan of subdivision as per Clause 9.7.1 and 9.7.2.

Part D: Zones

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

Zone Purpose Statements

12.0 Low Density Residential Zone

- 12.1.1.1 To provide for residential use or development on larger lots in residential areas where there are infrastructure or environmental constraints that limit development.*
- 12.1.1.2 To provide for non-residential uses that are compatible with residential amenity.*
- 12.1.1.3 To avoid land use conflict with adjacent Rural Resource or Significant Agricultural zoned land by providing for adequate buffer areas.*

Comment:

The proposed subdivision provides for residential development on large lots ranging between 1000m² and 2440m² in a residential area which has limited infrastructure and has environmental constraints due to Biodiversity values and Bushfire risk. The site does not adjoin any Rural Resource or Significant Agricultural zoned land. The proposal is assessed as complying with the purpose statement of the Low Density Residential Zone.

19.0 Open Space Zone

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

Comment:

The works proposed within the Open Space zone is limited to infrastructure provision (ways connections via public open spaces and TasNetworks Infrastructure). The minor utilities use is a 'No permit required' within the zone and the use of the Poimena

Reserve is to remain unaltered. Since the proposal is for a subdivision, the subdivision standard would be applicable within the Open Space Zone, however, no new lots are proposed within the Open Space Zone. It is therefore considered as being consistent with the purpose of the Open Space Zone.

Development Standards for Subdivisions

Low Density Residential Zone

12.5.1 Lot Design P2

The site is subject to the Bushfire Prone Areas Code and the Biodiversity Code and therefore the proposal does not comply with the acceptable solution A2. The performance criteria applies, which requires the following:

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

- (a) is reasonably capable of accommodating residential use and development;*
- (b) meets any applicable standards in codes in this planning scheme;*
- (c) enables future development to achieve reasonable solar access, given the slope and aspect of the land;*
- (d) minimises the requirement for earth works, retaining walls, and cut and fill associated with future development;*
- (e) is sufficiently separated from the land zoned Rural Resource and Significant Agriculture to prevent potential for land use conflict that would fetter non-sensitive use of that land, and the separation distance is no less than:*
 - (i) 40 m from land zoned Rural Resource;*
 - (ii) 80 m from land zoned Significant Agriculture;*
- (f) is setback from land zoned Environmental Management to satisfy all of the following:*
 - (i) there is no significant impact from the development on environmental values;*
 - (ii) the potential for the spread of weeds or soil pathogens onto the land zoned Environmental Management is minimised;*
 - (iii) there is no potential for contaminated or sedimented water runoff impacting the land zoned Environmental Management;*
 - (iv) there are no reasonable and practical alternatives to developing close to land zoned Environmental Management.*

Comment:

The proposed residential lots 1-18 have been designed with a 20m × 20m building area with a gradient ranging between 1:6 and 1:15, falling to the southwest which causes a gentle slope on most of the site. Lots 4 to 9 are to have an 18m Bushfire Hazard Management Area in order to achieve a BAL rating of BAL 19. The building area for those lots are designed outside the Hazard Management Area and this is why a higher BAL is required. The remaining lots are to be rated as BAL 12.5 due to being adjacent to managed land or developed land (adjoining residential lots, all having a

lower bushfire risk). The building area proposed for the lots are outside any drainage, pipeline or service easements proposed.

Due to being within the Low Density Residential Zone, the lots range between 1000m² and 2440m² which provides adequate area for development. The building areas are oriented towards north which allows future development to achieve a reasonable access to sunlight. The lots are therefore capable of accommodating a residential use and development with good access to sunlight and minimal earth works requirement.

The site is not located in close proximity to land zoned as Rural Resource, Significant Agriculture or Environmental Management.

Overall, the proposal is assessed as satisfying the performance criteria and meeting the code.

12.5.1 Lot Design P3

Lots 3, 7-11, 14,16 and 18 have frontages ranging between 6m to 25m and therefore do not comply with the 30m minimum frontage requirement of the acceptable solution A3. The proposal therefore relies on performance criteria P3 which requires the following:

The frontage of each lot must provide opportunity for reasonable vehicular and pedestrian access and must be no less than 6m.

Comment:

The lots 3, 7-11, 14,16 and 18 comply with the performance criteria as the frontages proposed range between 6m and 25m. The frontages are designed to allow for reasonable vehicular movement to and from the new lots and allow for pedestrian access. The proposal is assessed as complying with the performance criteria P3 and therefore meeting the standard.

12.5.1 Lot Design P4

Four (4) internal lots are proposed notably, Lots 4-6 and Lot 15. As a result, the proposal relies on performance criteria P4 which requires the following:

An internal lot must satisfy all of the following:

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

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

Comment:

Lots 4, 5, 6 and 15 are proposed as internal lots within the subdivision. As a whole, the proposal has been designed to efficiently utilise the residential land despite the irregularity in shape and internal lots have been kept to a minimum.

Each proposed internal lot is to have its own access strip with width ranging between 4m to 6m. The access strips are to be sealed prior to sealing of the plan as part of recommended condition on the permit. The access strips are to be located next to each other for lots 4, 5 and 6 and would have a maximum length of 60m for Lot 4, 35m for Lot 5 and 13m for Lot 6. The access strip for Lot 15 is to be 23.6m in length. No passing bays would be required for Lots 6 and 15. Lot 4 has a width of 6m which can easily accommodate two passing bays.

Additionally, the land is located within a Low Density Residential Zone within which only a single dwelling can be developed. The zone does not allow for multiple dwelling developments on the lots and therefore conflict between users from the same lot is unlikely with respect to the access strip.

The amenity of the neighbouring lots are not expected to be impacted due to the internal lots as all services and easements are to be located within the boundaries of the lots.

The proposed internal lots adjoin the Poimena Reserve. A condition of approval is recommended to ensure ongoing passive surveillance opportunities of public open space on adjoining lot.

Overall, the proposal is assessed as satisfying the performance criteria and meeting the code.

12.5.2 Roads P1

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

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

- (a) the appropriate and reasonable future subdivision of the entirety of any balance lot is not compromised;*

- (b) *the route and standard of roads accords with any relevant road network plan adopted by the Planning Authority;*
- (c) *the subdivision of any neighbouring or nearby land with subdivision potential is facilitated through the provision of connector roads and pedestrian paths, where appropriate, to common boundaries;*
- (d) *an acceptable level of access, safety, convenience and legibility is provided through a consistent road function hierarchy;*
- (e) *cul-de-sac and other terminated roads are not created, or their use in road layout design is kept to an absolute minimum;*
- (f) *connectivity with the neighbourhood road network is maximised;*
- (g) *the travel distance between key destinations such as shops and services is minimised;*
- (h) *walking, cycling and the efficient movement of public transport is facilitated;*
- (i) *provision is made for bicycle infrastructure on new arterial and collector roads in accordance with Austroads Guide to Road Design Part 6A;*
- (j) *multiple escape routes are provided if in a bushfire prone area.*

Comment:

Council's Development and Traffic Engineers have assessed the proposed subdivision against the municipal standards and are satisfied that the proposal meets these requirements. No balance lot with future subdivision potential is being created as part of this application. The site does not adjoin properties with subdivision potential. The adjoining site at 94 Hilton Road has existing approval for staged subdivision and the layout does not involve or necessitate road connections between 94 Hilton Road and 8 Parkwood Court. The subject site at 8 Parkwood Court does not adjoin existing roads or pathways and therefore connections to existing roads cannot be provided. The proposal however allows for a pedestrian path and emergency vehicle access through the public open space onto the Poimena Reserve. Given the shape and location of the site with respect to the Reserve and the arrangement of lots within the proposed subdivision, the cul-de-sac layout of the proposed road lots is considered as acceptable. The site is located in close proximity to Brooker Highway which allows relatively easy connectivity to the activity centre of Claremont. A pathway and emergency vehicle access is proposed through a right of way within the public open space onto the Poimena Reserve link road. This has been reviewed by TasFire who is in support of the proposal.

The proposal is assessed as complying with the standard through the performance criteria.

12.5.3 Ways and Public Open Space P1

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

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

- (a) *connections with any adjoining ways are provided through the provision of ways to the common boundary, as appropriate;*
- (b) *connections with any neighbouring land with subdivision potential is provided through the provision of ways to the common boundary, as appropriate;*
- (c) *connections with the neighbourhood road network are provided through the provision of ways to those roads, as appropriate;*
- (d) *new ways are designed so that adequate passive surveillance will be provided from development on neighbouring land and public roads as appropriate;*
- (e) *topographical and other physical conditions of the site are appropriately accommodated in the design;*
- (f) *the route of new ways has regard to any pedestrian & cycle way or public open space plan adopted by the Planning Authority;*
- (g) *new ways or extensions to existing ways must be designed to minimise opportunities for entrapment or other criminal behaviour including, but not limited to, having regard to the following:*
 - (i) *the width of the way;*
 - (ii) *the length of the way;*
 - (iii) *landscaping within the way;*
 - (iv) *lighting;*
 - (v) *provision of opportunities for 'loitering';*
 - (vi) *the shape of the way (avoiding bends, corners or other opportunities for concealment).*

Comment:

The site at 8 Parkwood Court does not adjoin existing ways on neighbouring properties. The only neighbouring land with subdivision potential is 94 Hilton Road and a staged subdivision has already been approved. The approved subdivision creates lots which cannot be further subdivided and therefore the subject site at 8 Parkwood Court does not adjoin land with subdivision potential. There is therefore no opportunity to provide for ways or road network connection to neighbouring ways and roads. However, a way is proposed within the public open space (Lot 101) onto the Poimena Reserve. The way is to be 4m wide and linked to the existing way within the Poimena Reserve. The width and design are considered as adequate to minimise opportunities for entrapment. A condition is also recommended for passive surveillance of the ways and public open space through fencing of lots adjoining the ways and public open space to have a maximum height of 1.2m if solid or 1.8m with a 30% transparency. This would allow for passive surveillance and reduce opportunities for loitering.

The proposal is assessed as meeting the performance criteria P1.

12.5.3 Ways and Public Open Space P2

There is no acceptable solution for this standard and the performance criteria requires the following:

Public Open Space must be provided as land or cash in lieu, in accordance with the relevant Council policy.

Comment:

A Public Open Space contribution has been provided as a 2591m² land (Lot 101). This has been reviewed by Council's Property Department and considered as being in accordance with Council's Public Open Space Policy. The proposal is assessed as complying with the performance criteria and therefore meeting the standard.

12.5.4 Services P4

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

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

Comment:

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

Open Space Zone

19.5.1 Subdivision P3

This standard relates to the arrangement of ways and public open spaces within a new subdivision and relies on performance criteria P3 which is similar to Clause 12.5.3 addressed above.

The performance criteria P3 requires the following:

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

- (a) connections with any adjoining ways are provided through the provision of ways to the common boundary, as appropriate;*
- (b) connections with any neighbouring land with subdivision potential is provided through the provision of ways to the common boundary, as appropriate;*
- (c) connections with the neighbourhood road network are provided through the provision of ways to those roads, as appropriate;*
- (d) convenient access to local shops, community facilities, public open space and public transport routes is provided;*
- (e) new ways are designed so that adequate passive surveillance will be provided from development on neighbouring land and public roads as appropriate;*
- (f) provides for a legible movement network;*
- (g) the route of new ways has regard to any pedestrian & cycle way or public open space plan adopted by the Planning Authority;*
- (h) Public Open Space must be provided as land or cash in lieu, in accordance with the relevant Council policy.*

- (i) *new ways or extensions to existing ways must be designed to minimise opportunities for entrapment or other criminal behaviour including, but not limited to, having regard to the following:*
- (i) *the width of the way;*
 - (ii) *the length of the way;*
 - (iii) *landscaping within the way;*
 - (iv) *lighting;*
 - (v) *provision of opportunities for 'loitering';*
 - (vi) *the shape of the way (avoiding bends, corners or other opportunities for concealment).*

Comment:

The requirements of this standard are similar to those addressed in Clause 12.5.3 Ways and Public Open Space except for requirements (d), (f) and (h). The subject site is located within a high residential area but is located in close proximity to Brooker Highway which allows convenient access to activity centres. The site adjoins the Poimena Reserve and proposes a public open space within the subdivision with links between the public open space and the Reserve. The proposal provides for a legible movement network and a public open space contribution has been provided as land. As a whole, the proposal is assessed as complying with the performance criteria and therefore meeting the standard.

Part E: Codes

The following codes of the Scheme apply to this proposal:

E1.0 Bushfire-Prone Areas Code

The site at 8 Parkwood Court is subject to the Bushfire Prone Areas Code and a Bushfire report is part of the application submission. As part of the bushfire report, the applicant has consulted with Council's Bushfire Management Coordinator, who has provided confirmation that a 16m wide area of the Poimena Reserve which abuts the eastern side of 8 Parkwood Court is managed land.

The Bushfire report (Enviro-dynamics Pty Ltd March 2020 v5) and Bushfire Hazard Management Area Plan for the proposed 18 lot subdivision demonstrates compliance with the relevant acceptable solutions of the code as detailed in the appendix section of this report.

A Bushfire Hazard Management Area is proposed for lots 4 -9 to achieve a BAL rating of 19. The remaining lots are to have a BAL rating of 12.5 and do not require a Hazard Management Area (HMA) due to being adjacent to developed land or Poimena Reserve (CT 158154/2 and CT 127887/1), which is managed land within the Reserve. Conditions have been recommended for the HMA plan and recommendations within the Bushfire report to be implemented.

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

E5.0 Road and Rail Asset Code

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

E6.0 Parking and Access Code

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

E7.0 Stormwater Management Code

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

E10.0 Biodiversity Code

The site is subject to the Biodiversity Code as shown in Figure 5 below.

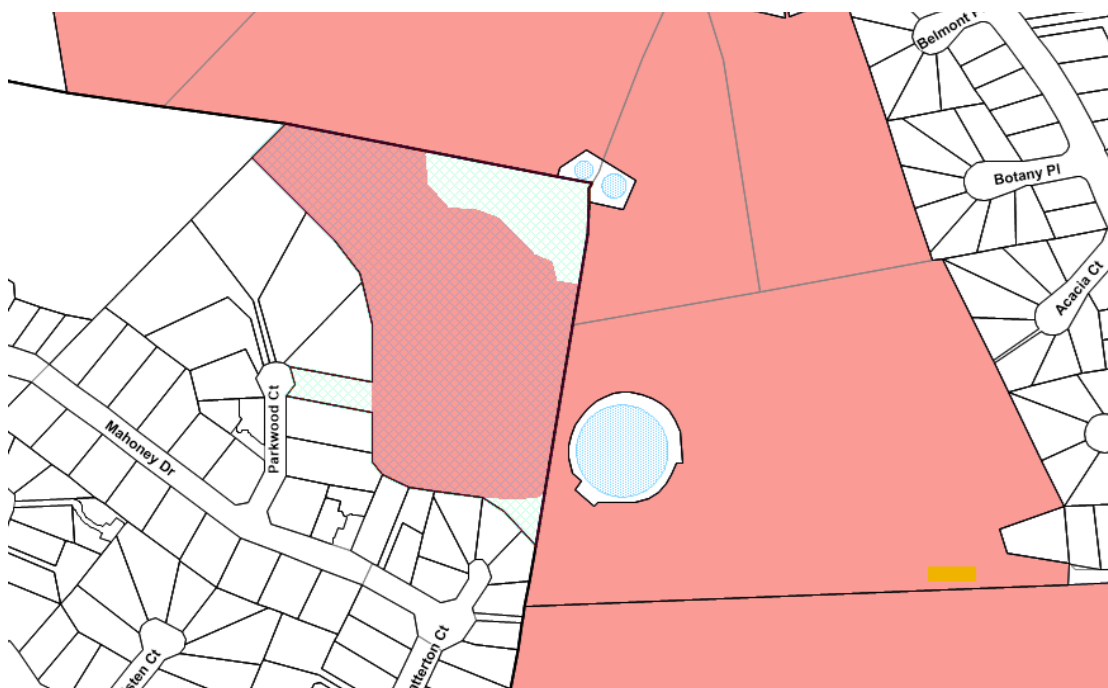


Figure 5: An extract of exponare to show the extent of biodiversity code affecting the site

This code applies to development involving clearance and conversion or disturbance of native vegetation within a Biodiversity Protection Area.

E10.8.1 Subdivision

The acceptable solution states that Subdivision of a lot, all or part of which is within a Biodiversity Protection Area, must comply with one or more of the following:

- (a) be for the purposes of separating existing dwellings;*
- (b) be for the creation of a lot for public open space, public reserve or utility;*

- (c) *no works, other than boundary fencing works, are within the Biodiversity Protection Area;*
- (d) *the building area, bushfire hazard management area, services and vehicular access driveway are outside the Biodiversity Protection Area.*

Comment:

Whilst the proposed public open space and utility works within the Reserve (CT 127887/1) complies with the acceptable solution A1, the predominant part of the subdivision is to create 18 residential lots at 8 Parkwood Court. The proposal therefore relies on performance criteria P1.

A Natural Areas Report (Enviro-dynamics, March 2018) was submitted with the application. An addendum was requested as part of an additional information request to confirm the presence and location of *Dianella amoena* (grassland flaxlily) and *Scleranthus fasciculatus* (spreading knawel) on the site. The reports identified that the site supports an area of native vegetation classified as *Eucalyptus viminalis* grassy woodland (DVG) and provides habitat for two threatened flora species - grassland flaxlily and leafy fireweed. No *S. fasciculatus* plants were recorded on the site. It also provides potential foraging habitat for two threatened fauna species - eastern barred bandicoot and swift parrot, but there is no important fauna habitat, e.g. potential nesting habitat, den sites. The grassland flaxlily is classed as a high priority biodiversity value under the GIPS and leafy fireweed is a moderate priority value. The remainder of the vegetation is classed as low priority biodiversity value.

The performance criteria P1 has been addressed below:

Clearance and conversion or disturbance must satisfy the following:

- (a) *if low priority biodiversity values:*
 - (i) *subdivision works are designed and located to minimise impacts, having regard to constraints such as topography or land hazard and the particular requirements of the subdivision;*
 - (ii) *impacts resulting from future bushfire hazard management measures are minimised as far as reasonably practicable through appropriate siting of any building area;*

The proposed subdivision works are minimised impacts on biodiversity by retaining the High priority values in the Public Open Space (POS) lot. The POS lot also contains some of the more intact and diverse DVG vegetation on the site. The Hazard Management Area (HMA) is the minimum necessary for the subdivision and utilises existing managed land within the Poimena Reserve for the POS lot and the lots adjoining the eastern boundary. The proposal satisfies this criterion.

- (b) *if moderate priority biodiversity values:*
 - (i) *subdivision works are designed and located to minimise impacts, having regard to constraints such as topography or land hazard and the particular requirements of the subdivision;*

- (ii) impacts resulting from future bushfire hazard management measures are minimised as far as reasonably practicable through appropriate siting of any building area;*
- (iii) moderate priority biodiversity values outside the area impacted by subdivision works, the building area and the area likely impacted by future bushfire hazard management measures are retained and protected by appropriate mechanisms on the land title;*
- (iv) residual adverse impacts on moderate priority biodiversity values not able to be avoided or satisfactorily mitigated are offset in accordance with the Guidelines for the Use of Biodiversity Offsets in the Local Planning Approval Process, Southern Tasmanian Councils Authority 2013 and any relevant Council policy.*

The subdivision layout has been designed to minimise impacts on biodiversity by retaining species with High priority values and relocating/propagating species with moderate values onto the POS lot. However, it is anticipated that the development will result in the loss of a small population of leafy fireweed (rare under TSPA). This species is a short-lived perennial with wind-dispersed seed, and populations can be transitory. Potential habitat for this species will be retained within the POS lot. The HMA will not impact on leafy fireweed habitat or the POS lot. There are no moderate priority biodiversity values outside the area impacted by subdivision. There is opportunity to propagate leafy fireweed from the site and translocate seedlings into the POS and a condition will be recommended on the permit. The proposal satisfies this criterion.

(c) if high priority biodiversity values:

- (i) subdivision works are designed and located to minimise impacts, having regard to constraints such as topography or land hazard and the particular requirements of the subdivision;*
- (ii) impacts resulting from future bushfire hazard management measures are minimised as far as reasonably practicable through appropriate siting of any building area;*
- (iii) high priority biodiversity values outside the area impacted by subdivision works, the building area and the area likely impacted by future bushfire hazard management measures are retained and protected by appropriate mechanisms on the land title;*
- (iv) special circumstances exist;*
- (v) residual adverse impacts on high priority biodiversity values not able to be avoided or satisfactorily mitigated are offset in accordance with the Guidelines for the Use of Biodiversity Offsets in the Local Planning Approval Process, Southern Tasmanian Councils Authority 2013 and any relevant Council policy.*

High priority biodiversity values (grassland flaxlily habitat) will be retained within a Public Open Space lot which will be managed as part of Poimena Reserve. The POS will be fenced off and does not require any bushfire hazard management measures

due to the proximity of managed land. It is recommended as a permit condition that pedestrian access through the POS lot is restricted to only the pathway/ fire trail link onto Poimena Reserve to avoid impacts to grassland flaxlily habitat. No vegetation with high priority values are to be removed as part of this application. It is recommended as a permit condition that declared weeds within the site are controlled prior to development to contain their spread. The proposal satisfies this criterion.

Additionally, the application was referred to Council's Environmental Coordinator who is in support of the proposal and has provided comments in the referral section of the report.

E14.0 Scenic Landscapes Code

The Poimena Reserve is subject to the Scenic Landscape Code and works are proposed as part of the subdivision application within the Reserve for pathway and TasNetworks Infrastructure be installed within the area encircled in Figure 6 below. Since the works do not qualify for an exemption and are to be visible from the Reserve (public space), the proposal relies on the performance criteria P2 for Clause E14.7.2.

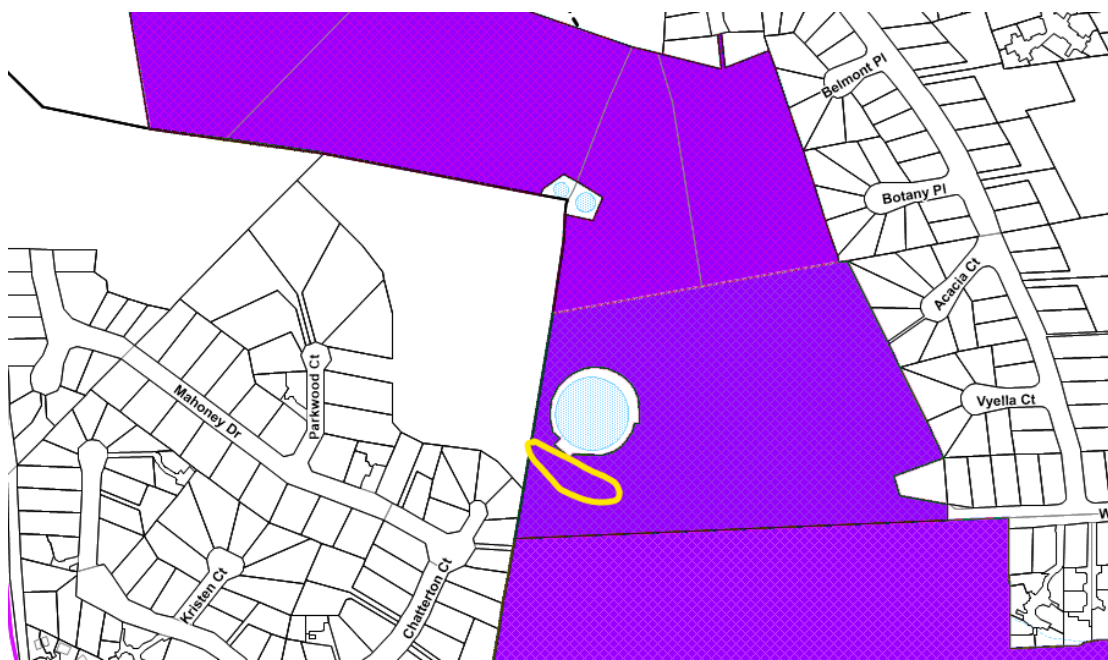


Figure 6: Extent of works proposed within the Scenic landscape Code

E14.7.2 Appearance of buildings and works within the Scenic Landscape Areas

The acceptable solution for this code requires the works to not be visible from the public spaces. Since the Poimena Reserve is a public space, the works are likely to be visible from the existing tracks of the Reserve along the south-eastern area of the Reserve. The proposal therefore relies on the performance criteria P2 which requires the following:

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

- (a) *driveways and access tracks are as close as practical to running parallel with contours and are surfaced with dark materials;*
- (b) *cut and fill is minimised;*

- (c) *surfaces of retaining walls and batters are finished with a natural appearance;*
- (d) *fences are post & wire or other designed of a similarly transparent appearance.*

Comment:

The extent of the works is considered as being minor as shown in figure 7 below. The works would be in close proximity to existing infrastructures and the pathway is to be of a fire trail standard (gravel) to match the existing tracks and trails within the Reserve. Cut and fill would be purely limited for the underground TasNetworks cabling and the trail would be constructed on top of the disturbed area. The cut and fill will be minimal. No retaining walls are proposed as part of the application and the site have existing fences around the reservoir/water tank, which are to be retained as shown in Figure 8 below. As a whole, the extent of the works are considered as minimal and would blend into the existing landscape. The proposal is assessed as meeting the performance criteria and therefore meeting the standard.



Figure 7: Aerial view of the Poimena Reserve and approximate location and extent of works showed as yellow line.



Figure 8: View of the reservoir and TasNetworks infrastructure.

PART F: Specific Area Plans

No SAP applies.

INTERNAL REFERRALS

Development Engineer

E5.0 Road and Railway Assets Code

The development application is considered as complying with the Code.

The proposal was referred to Council's Transport Engineer for assessment and recommended conditions, please refer to Transport referral for detailed traffic analysis.

Based on the Roads and Traffic Authority (RTA) Guide to Traffic Generating Developments, the traffic generated from a dwelling is 9 vehicle trips per day. The 18 lot is therefore determined to create 162 vehicles per day which is over 40 trips per day and over 20% of existing average annual daily traffic. The assessment is unable to meet the Acceptable Solution A3; hence the assessment against the performance criteria is triggered under Code E5.5.1 P3.

Based on the assessment made by Council's Transport Engineer, the proposed development is considered to be able to satisfy the Performance Criteria and Parkwood court is expected to have sufficient capacity to accommodate the additional 162 vehicle movements a day.

The proposed new lots can be accessed off the new vehicle crossing, indicative locations are provided, and no more than one access is proposed; this complies with A2, E5.6.2.

As part of Stage 1, the developer is proposing a footpath on both sides of the road and around the head of the cul-de-sac; and for Stage 2, the developer is proposing a footpath on one side of the road and around the head of the cul-de-sac. It is recommended by Council's Transport Engineer that a footpath be constructed on both sides of the road and that kerb ramps are installed at the new junction. This is consistent with the engineering requirements for subdivision and therefore the condition is supported by Development Engineer.

The proposed roads have 90-degree bends, it is recommended that as part of the engineering drawing, the developer undertakes a check of the sight distance and safety requirements at the bends, by a suitable qualified engineer to determine if parking needs to be banned, line marking installed and if guard rail and/or possible chevron signs installed.

The new extended road must be designed and constructed to the Local Government Association Tasmania (LGAT) standard drawing – this will be conditioned. Safe intersection sight distances at the junction must also be part of the analysis.

It is concluded that the additional traffic and proposed new roads and footpath, would not have a significant impact and will not unreasonably impact on the efficiency or safety of the road network, subject to the recommended conditions.

E6.0 Parking and Access Code

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

The number of parking spaces, accessible parking, bicycle and motorcycle parking are considered not applicable at this subdivision stage; however, it is satisfied that each lot is able to cater for the parking spaces as required for the future development.

Each new lot is provided with one access, the indicative location is shown on the plan; this complies with the acceptable solution, A1 of E6.7.1.

The proposal is assessed as complying with the acceptable solution for the Design of Vehicular access clause of the Planning Scheme, based on the indicative location to accesses provided. This will be conditioned to comply with the clause E6.7.2 and LGAT drawing.

Clauses E6.7.3 Vehicular passing area along an access, E6.7.4 on-site turning, E6.7.5 Layout of parking areas, E6.7.6 surface treatment of parking areas, E6.7.7 Lighting of parking areas and E6.7.8 Landscaping of parking areas are considered not applicable standards for this residential lots subdivision application. However, it is expected that the driveway and parking design standards once the development is proposed on each lot, are able to be complied with.

The new road design shows road reservation width, the front of kerb to front of kerb width and cul-de-sac head to be in accordance with the LGAT standard and hence complies with the acceptable solution, A1, E6.7.14 Access to a Road.

E7.0 Stormwater Management Code

The development complies with the Code. The GCC stormwater network is not expected to be significantly affected by this application. The proposal was referred to

Council's Senior Civil Engineer for assessment, please refer to Hydraulics referral for detailed hydraulics analysis.

It is proposed that the stormwater from new impervious surfaces from each new lot will be disposed of by gravity to public stormwater infrastructure and into the existing stormwater system on Parkwood Court and Mahoney Drive. Therefore, A1 is met. Each new lot are proposed to have a stormwater connection at the lowest point of the lot via new mains that proposes to connect to the existing 300mm stormwater main on the low side along the rear lot's boundary.

The subdivision is for more than 5 new lots; therefore, the water treatment element is required to treat runoff from the development. The developer has proposed to provide a development contribution to Council in lieu of providing a catchment scale treatment system and has liaised with Council's Senior Civil Engineer on the agreement. Council's Senior Civil Engineer is in favour of the proposal. In addition, the State Stormwater Strategy considers the Integrated Water Cycle Management and its benefits on a broader context. Therefore, though the development is unable to comply with the acceptable solution, it is considered as meeting the performance criteria P2.

Acceptable solutions A3 and A4 are considered to be met, based on the stormwater analysis submitted. An analysis of the stormwater catchment outlines the design parameters and pre-existing and proposed new stormwater run-off flows from the land proposed for subdivision, demonstrating the proposed pipe network will be sufficient to cater for the 1 in 20 year storm event. The road and stormwater network will be designed to manage and cater for the 1 in 100 year storm event and the overland flow path have been checked. With regards to the on-site detention storage, Council is in favour of accepting a development contribution in lieu of providing detention; the matter has been discussed with Council's Senior Civil Engineer. Therefore, A3 and A4 are met.

Other

E3.0 Landslide Code

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

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

Not applicable

E15.0 Inundation Prone Areas Code

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

Traffic Engineer

Introduction

The developer proposes to construct a new subdivision of 18 lots plus POS. The subdivision will be undertaken in two stages. The first stage incorporates a road coming off the existing cul-de-sac of Parkwood Court with six lots and the public open space.

The second stage incorporates a road coming off the stage 1 road with 12 lots which includes the lot comprising of the existing dwelling off this road.

A Traffic Impact Assessment (TIA) was not undertaken for the development and the assessment below addresses the performance criteria of code E5.5.1 existing road accesses and junctions, along with code E5.6.4 sight distance at accesses, junctions and level crossings.

E5.0 ROAD AND RAILWAY ASSETS CODE

E5.5.1 - Existing Road Accesses And Junctions

Transport Network

The proposed subdivision will come off the north-west side of the existing cul-de-sac in Parkwood Court. Parkwood Court is a short section of road approximately 100m long with nine lots fronting it. Parkwood Court connects onto Mahoney Drive which turns into Chatterton Court. Chatterton Court connects onto Hilton Road which has access to the Brooker Highway and Main Road.

Parkwood Court, Mahoney Drive and Chatterton Court are local residential streets. Chatterton Court traffic data shows that in 2007 it carries 437 vehicles per day which is low for a residential street. Hilton Road is a major link road connecting traffic to the Brooker Highway and Main Road. Hilton Road traffic data shows that in 2000 it carries 1,335 vehicles per day

Road Safety

The crash data provides information on the safety of the existing road network and can highlight road safety deficiencies in the network. Crash data for the last five years shows that there has been one crash in the area on Chatterton Court near the junction with Hilton Road, causing property damage only. This is not considered significant or represents an issue in the network.

Traffic Generation

The traffic generation rates from the RTA Guide to Traffic Generating Developments was used to determine the traffic generated from the proposed subdivision. A dwelling house generates nine daily vehicle trips per dwelling and during the peak hour 0.85 tips.

In stage one there are six lots which will generate 54 trips per day and five trips during peak hour. In stage two there are 12 lots which will generate 108 trips per day and 10 trips during peak hour, which includes the existing house.

The increase in traffic in stage 1 and 2, is more than 40 trips per day (or 20% of existing average annual daily traffic, whichever is the greatest), thus the performance criteria is triggered under Code E5.5.1 P3.

Based on the assessment above, the increase in traffic of a total of 162 trips per day and 15 trips during peak hour is not expected to have a significant impact on the road network which should be able to safely cater for the increase in traffic.

Proposed Roads

The development is proposing a road off the western side of the existing Parkwood Court cul-de-sac which will make the cul-de-sac into a through road with the 90-degree bend. The road will continue in an east-west direction and terminate at a cul-de-sac. There will be six lots off this road and public open space. There will also be an area undeveloped on the northern side of the road, for the road for stage 2 to be constructed.

Stage 2 of the development is proposing a road off the stage 1 road, heading in a north-south direction and then having a 90-degree bend heading east. At the end of the road is a cul-de-sac. There will be 12 lots off this road which includes the existing dwelling.

The junction formed by the roads from stage 1 and stage 2, is a standard T-junction. However, due to the slight bend in road 1 at the junction and being close to the cul-de-sac, it is recommended that give way signage and line marking be installed on road 2 at the junction.

Safe intersection sight distances at the junction under Code E5.6.4, table E5.1 is 80m or more. This is met on both side of the junction, noting that to the east is the cul-de-sac where the road ends.

Both stage 1 road and stage 2 road have 90-degree bends in them, and as part of the detail design it is recommended that the developer undertakes a check of the sight distance and safety requirements at the bends by a suitable qualified engineer to determine if parking needs to be banned, line marking installed and at the bend on stage 2 road if guard rail and/or possible chevron signs installed.

Proposed Footpaths

As part of stage 1 the developer is proposing a footpath on both side of the road and around the head of the cul-de-sac, apart from a missing section of footpath where the proposed road for stage 2 will be constructed. It is recommended that this footpath be installed as part of stage 1, unless stage 2 is directly proceeding stage 1.

As part of stage 2, the developer is proposing a footpath on one side of the road and around the head of the cul-de-sac. It is recommended that a footpath be constructed on both sides of the road and that kerb ramps are installed at the new junction.

It can be concluded that the additional traffic and proposed new roads and footpath, should not have a significant impact and will not unreasonably impact on the efficiency or safety of the road network, subject to conditions on the permit. Thus, performance criteria for E5.5.1 P3 is met along with E5.6.1 A1.

Conclusion

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

Hydraulics Engineer

Referenced Documents

- Concept Services and Stormwater Management Report by Sustainable Engineering – Version 2.0
- Parkwood-SET-101 – 115 – Revision B - Design Drawings by Sustainable Engineering
- SETas RFI response2
- State Stormwater Strategy
- Urban Drainage Act

E7.0 STORMWATER MANAGEMENT CODE

E7.7.1 Stormwater Drainage and Disposal

A1/P1

Stormwater from new impervious surfaces will be disposed of by gravity to public stormwater infrastructure via the new road drainage system, and into the existing stormwater system on Parkwood Court and Mahoney Drive. Therefore, A1 is met.

A2/P2

The developer is proposing to provide a development contribution to Council in lieu of providing WSUD. Council is in favour of this option due to the benefits of adopting a catchment scale treatment system, rather than individual small treatment systems that are a maintenance burden. The State Stormwater Strategy discusses about Integrated Water Cycle Management and the benefits of providing water quality management on a catchment scale. Council is proposing to use its power under the Urban Drainage Act, in particular *Section 14 – Interference of public stormwater systems*, to have a written deed approved by the developer to provide the contribution in lieu of providing on site WSUD. This has been developed with Council's Senior Legal Counsel.

The site is also limited due to the steep gradients. Preferable quality treatment options such as road side swales and treatment ponds are ineffective due to the steep grades and limited space. Reduction targets are achieved except for reduction in Total Suspended Solids which comes in at 76.9% as opposed to 80%. This is mainly due to the site layout and how the 4 lots on the north western corner of the site cannot drain into the nominated Stormwater Quality Improvement Device (SQID's). In order to treat this, additional Gross Pollutant Traps (GPTs) would need to be installed downstream in Council's road reservation. Due to these constraints, It is considered unfeasible to treat this side of the subdivision. Therefore P2 is met.

A3

Stormwater detention for the subdivision has been designed for the 20-year ARI event so that post development flow is restricted to pre development flow. Based on this, 108m³ of detention storage was required at a critical storm duration of 15 minutes. This was broken down into approximately 3.9kL of storage required to be detained in each Lot, and 38kL of storage in an end of line solution in the road reserve. If this detention storage were to be constructed, it would need to be located at the most

downstream section of the subdivision, on the existing line, in the road reservation as shown in the concept design. This is not Council's preferred option due to maintenance issues in the road reserve and the difficulty in enforcing detention on individual lots. Council is therefore in favour of accepting a development contribution in lieu of providing detention as suggested by the developer. A deed and planning conditions has been prepared by Council's Senior Legal Counsel as the mechanism for taking a contribution in lieu of providing detention. Therefore A3 is met.

A4

Overland flow paths (in this case the kerb and gutter on the new road) have been checked and are able to accommodate 100 year ARI flows. Therefore, A4 is met.

Summary

In summary, from a hydraulic engineering perspective, I have no objection to the development proposed at 8 Parkwood Court, Claremont, subject to the recommended conditions being met.

Environmental Coordinator

Referenced Documents

A Natural Values Report (NVR) was prepared for the subdivision site by consultants, Enviro-dynamics, in March 2018. The NVR documented natural values here and provided a series of recommendations to protect certain identified values within the subdivision.

Following presentation of the NVR, Council Officers directed that the site be re-surveyed to locate a threatened species that was known to occur on the site but had not been found at the time of the original study. Further field work located the threatened species and an addendum to the NVR was produced (Dec 2018) by Enviro-dynamics to reflect this.

Biodiversity Code

This code applies to development involving clearance and conversion or disturbance of native vegetation within a Biodiversity Protection Area, as identified in the GIPS (2015).

To satisfy the requirements of the code, the Natural Values Report submitted with the planning application assessed the natural values of the land associated with the subdivision. The NVR identified the native vegetation community, threatened species and weed issues at the site.

The NVR noted that the site supports 2.2ha of native vegetation which it classified as 'Eucalyptus viminalis grassy forest and woodland (DVG)' under the TASVEG 3.0 classification system. This community is not listed as threatened vegetation under Schedule 3A of the Nature Conservation Act. However, due to the presence of threatened species, sections of the vegetation are classified as 'High Priority Biodiversity Value' under E10.0 of GIPS.

Threatened Species

The NVR notes the presence of two threatened species:

Dianella amoena - Grassland Flax-lily. Listed as Endangered under the Commonwealth Environment and Biodiversity Conservation Act (1999), and Rare in Tasmania under the Threatened Species Protection Act (1995).

Senecio squarrosus - Leafy Fireweed. Listed as Rare in Tasmania under the Threatened Species Protection Act (1995).

The NVR addressed the presence of *D.amoena* and the subsequent 'High Priority Biodiversity Value' by proposing that an area of land 2591ms in size where it is known to occur, be set aside as Public Open Space (POS). Two other population outside this are recommended for translocation into the POS.

The NSR notes *S.squarrosus* is a short-lived perennial with a mobile habitat so preserving a parcel of land or translocating plants is unlikely to be of real value in ensuring persistence here. It is known from several sites across greater Hobart.

Weed Management

Twenty-four introduced species were noted in the NVR, of which at least two species, *Rubus fruticosus* spp.agg. (Blackberry) and *Chrysanthemoides monilifera* subsp. *monilifera* (Boneseed) are declared under the Weed Management Act (1999).

Conditions are recommended for Public Open Space, Threatened Species and Weed Management.

Property Manager

The proposed subdivision is adjacent to Poimena Reserve which is a significant family/recreation space in Claremont. The proposal for the provision of open space (Lot 101) as part of the subdivision design (shown in figure 9 below) is approved on the basis that it provides connectivity from the residential area to Poimena Reserve and is in character with the surrounding bushland within the reserve. In addition, it has high natural values which is in fitting with the objectives of Council's Open Space Strategy and Policy for acquisition of Open Space from subdivisions.

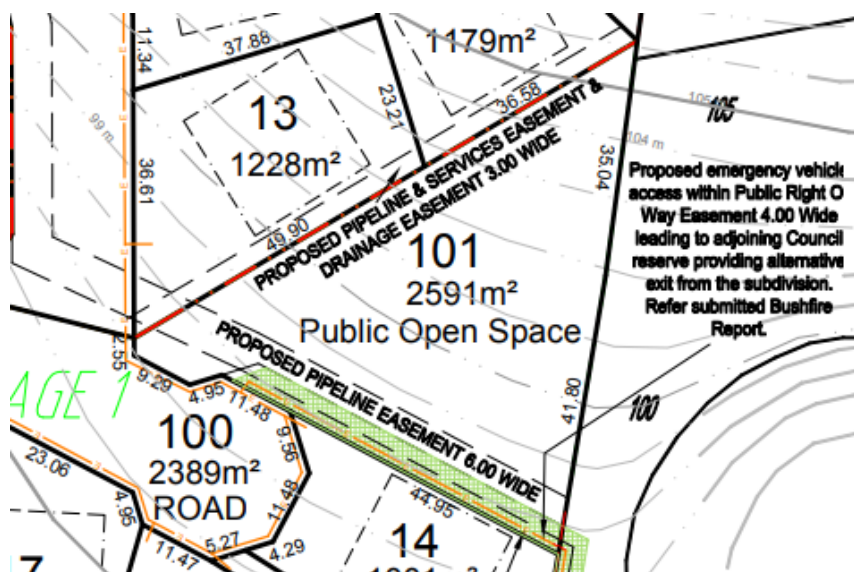


Figure 9: Proposed plan of subdivision showing the Public open space lot and pathway.

There is a proposed pipeline easement to the south of the open space which would be an appropriate location for the public walkway. It is recommended that the area for the pipeline easement be restricted to a six (6) metre wide walkway to access the Poimena Reserve and protection measures are put in place to ensure that the remainder of the public open space is protected during the subdivision works. This pedestrian link through to Poimena Reserve could double as an emergency vehicle access point with locked bollards where it meets the proposed cul-de-sac.

If the approval is reliant on the Hazard Management Area and the underground power connections on the adjacent Council land, then an agreement from Council to effectively dispose of the land for this purpose will be required. In essence that easement prevents Council from being able to use that land for other purposes and is in effect a 'disposal' under the *Local Government Act 1993*.

The main issue will be the continued maintenance of the area public accessway and as it is a pipeline easement, Council would require an agreement to be established with TasWater for the maintenance of the pipeline easement.

Property Department of Council is in support of this proposed subject to conditions and advice being placed on permit.

Waste Management Officer

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

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

EXTERNAL REFERRALS

TasWater

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

Note: TasWater has provided confirmation that the lots cannot be serviced for potable water.

TasFire

TasFire has reviewed the documents submitted as part of the proposal including the Bushfire report (Enviro-dynamics, June 2020 V5) and is in support of the proposal subject to the recommendations of the bushfire report are complied with.

REPRESENTATIONS

The application was advertised for the statutory 14-day period with four (4) representations being received. The issues raised are as follows:

1. Natural Values

The representor states that the area consists of natural values which must be protected as part of the development and be subject to a biodiversity study. The management must take into account cat management, reinforce Poimena Reserve as not an off-leash dog park, retention of large trees, fence installed with gaps to allow small creatures to escape dogs and cats and ensure the emergency vehicle access does not become a thoroughfare into the Poimena Reserve. An increase in artificial light may cause detrimental impacts to the insects and birds.

Planner's Comment:

This issue has been previously addressed under the heading E10.0 Biodiversity Code and Environmental Coordinator referral. The concerns raised with respect to restricting cat ownership, management and off-leash dog park within Poimena Reserve is not a planning issue that can be considered as part of this application. Vegetation and large trees are to be preserved in the Public Open Space Area and no disturbance to vegetation is proposed within the Poimena Reserve as part of this application. A permit condition has been recommended for fencing around the proposed new public open space to ensure preservation of the Natural Values within the Poimena Reserve. Lockable bollards are to be installed to the proposed pathway to prevent the pathway being utilised as a normal vehicular access through the Reserve but can be used for emergency vehicles when required. The concern raised about artificial lighting impacts was reviewed by Council's Environmental Coordinator who concluded that the concern raised is not a planning issue that can be considered as part of this application and requires further studies to be conducted across the municipality through a separate process.

2. Traffic

The representor states that the area consists of an overdevelopment with more than 50 lots subdivision off Mahoney Drive and as such has the potential to ruin the character of the area plus it will cause traffic congestion on the only access to the neighbourhood (Chatterton Court).

Planner's Comment:

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

Council's Traffic Engineer comment:

Parkwood Court, Mahoney Drive and Chatterton Court are local residential streets which have been designed to carry between 1,000 to 3,000 vehicles per day. In 2007, Chatterton Court carried 437 vehicles per day. This would have increased slightly due to the construction of eight properties in the area. A dwelling house generates nine daily vehicle trips per dwelling thus an increase of 72 vehicles per day. The under construction subdivision of 15 lot plus balance lot at the end of Mahoney Drive will increase the volume by 135 vehicle per day. This brings the current total to 644 vehicle per day on Chatterton Court. The continuation of the subdivision of Mahoney Drive will increase the traffic volumes again onto Chatterton Court, however this is subject to separate planning approval and assessment. This subdivision is estimated to generate 162 vehicle per day. This brings the current total traffic to around 806 vehicle per day on Chatterton Court which will increase with the development off Mahoney Drive and possible multi-residence developments. With all these factors, the traffic volume on Parkwood Court, Mahoney Drive and Chatterton Court are still within acceptable traffic volumes and will not unreasonably impact on the efficiency or safety of the road network. The impacts of the increase in traffic due to each development has been assessed, and Council's Transport Engineer's referral for this subdivision is provided in the report.

3. Stormwater

The representor states that the topography of the area suggests that the development will impact the natural water runoff.

Planner's Comment:

This issue has been previously addressed under the Hydraulics engineer referral in this report.

The Hydraulics Engineer has supplied additional comments with respect to the concerns raised below:

The applicant provided a stormwater management report addressing code E7.7.1 Stormwater Drainage and Disposal of the planning scheme. In particular:

- Stormwater from new impervious surfaces will be disposed of by gravity to public stormwater infrastructure via the new road drainage system, and into the existing stormwater system on Parkwood Court and Mahoney Drive.
- Overland flow paths (in this case the kerb and gutter on the new road) have been checked and are able to accommodate 100 year ARI flows

The proposal therefore complies with the planning scheme requirements.

4. Light and Noise pollution

The representor states that the proposed development will impact the neighbourhood with additional noise and light pollution.

Planner's Comment:

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

5. Privacy, Density and Water supply

The representors state that the development would cause a loss of privacy, with the existing homes being designed with the understanding that no further development of the conservation area would be allowed. Additionally, there should be a restriction for no unit or multiple dwelling development on the proposed lots. Lastly, the already overtaxed water pressure in the street would not be helped by multi-residential developments.

Planner's Comment:

In terms of privacy, the proposal for subdivision is to create residential lots within 8 Parkwood Court only which is a privately owned land and subdivision with lower density is allowable. There are no lots being created within the Poimena Reserve. The proposal is only to create residential lots which can accommodate single dwellings. The site is zoned as Low Density Residential which means only single dwellings can be developed on those new lots. Additionally, due to the site constraints, TasWater has confirmed that the lots would not be serviced by TasWater for potable water and therefore each lot is to have water tanks for potable water. The existing water supply will therefore not be further impacted by the proposed subdivision.

CONCLUSION

The application is for an 18 lot subdivision at 8 Parkwood Court. The proposal is discretionary and relies on performance criteria to comply with the lot design, roads, ways, services, use intensification of existing road accesses, stormwater drainage, subdivision standard within the Biodiversity code and works within the Scenic landscape code standards. The proposal is assessed as satisfying the performance criteria and complies with these standards.

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

The application was advertised in accordance with statutory requirements and four representations was received. The concerns raised were addressed within the body of the report and are not considered to carry determining weight.

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

RECOMMENDATION:

That a permit be granted for the proposed use and development of Two staged subdivision for 18 lots plus balance at 8 Parkwood Court Claremont, Wakehurst Road Austins Ferry subject to the following conditions:

Planning

1. Use and development must be substantially in accordance with planning permit application No. PLN-18-127 and Drawing submitted on 17/06/2020 (1 page), except as otherwise required by this permit.
2. Any conditions and/or advice as determined by TasWater and set out in the attached Submission to Planning Authority Notice, reference No. TWDA 2018/01080-GCC, dated 24/06/2020, form part of this permit.
3. The implementation of the subdivision must occur in the following stages:
Stage 1: Lots 1,14 -18, 100 (road lot) and 101 (public open space lot)
Stage 2: Lots 2 – 13 and 102 (road lot)
4. An original and two copies of each of the Plan of Subdivision and Schedule of Easements must be submitted to Council for sealing.
5. Prior to the sealing of the final plan for the Stage 1 and Stage 2, the schedule of easements and final plan of survey must contain a restrictive covenant for all lots adjoining a public footway and/or public open space to which Council is to be made a party, to the effect that boundaries shared with public footway(s) and public open space(s) must be fenced to a height above natural ground level of not more than 1.2 if the fence is solid; or 1.8m with openings above a height of 1.2 m that provide a uniform transparency of not less than 30% (excluding any posts or uprights).
6. Prior to sealing of the final plan, a note in respect of the lots must be placed on the final plan of survey, that TasWater cannot or will not provide a supply of water to the lots as per *Local Government (Building and Miscellaneous Provisions) Act 1993*.
7. The Final Plan must include a covenant to which the Glenorchy City Council is a party, on all lots within the Bushfire Management Hazard Area to the effect that all development must be in accordance with the recommendations of the Bushfire Hazard Management Plan (Envi-dynamics, March 2020 V4) and report by Enviro-Dynamics, June 2020 V5.

Engineering

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

The approved control measures must be installed prior to any disturbance of soil or construction activity such as concrete cutting, demolition and must be regularly inspected and maintained during the construction and demolition period to

prevent soil and other materials entering the local stormwater system, roadways or adjoining properties.

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

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

9. The loading and unloading of goods, including building materials and equipment, from vehicles must only be carried out on the land.
10. The construction details of specific components of the works must comply with LGAT Standard Drawings and accord with Tasmanian Subdivision Guidelines 2013. The developer must appoint a qualified experienced engineer who will be required to certify practical completion of subdivision construction works. The appointed supervising engineer must be the primary contact person on matters concerning the subdivision.
11. The cost of any alterations and/or reinstatement to existing services or private property incurred in proposed subdivisional works to be borne by the developer. Any work so required is to be specified and undertaken by the appropriate Authority concerned.
12. The final plan and schedule of easements is to include, to the satisfaction of the Council's Development Engineer, any existing or proposed right of ways, drainage and/or service easements that are or may be required to adequately provide access and services to, from or through the lots shown on the plan.
13. The applicant is to submit to Council a copy of the surveyor's field notes prepared to accompany the final plan.
14. A minimum of 3.00m wide easements must be created in favour of Council over all public stormwater infrastructure systems located in private property.
15. A detailed estimate for the works must be provided and payment of the engineering assessment fee must be made prior to the issue of approved engineering drawings. The engineering assessment fee is 2% of the value of the works or minimum of \$800. This amount is subject to annual adjustment in accordance with the Council Fees and Charges Register. Construction must not commence until the approved engineering plans have been issued.
16. The developer must provide payment to Council in order to complete the measure up and record "as constructed" data for all services and connections prior to the works being placed on maintenance or the sealing of a final plan.
17. Prior to sealing of the plan of subdivision, all approved subdivision infrastructure works must be completed in accordance with the approved engineering plans and to the satisfaction of Council's Development Engineer. Financial guarantees

covering the cost of the uncompleted and unsecured works prior to the completion of approved Council infrastructure will not be permitted to be lodged.

18. Prior to the sealing of Final Plan for each stage, the developer must install underground electrical reticulation for power and street lighting using underground cables to the specifications of the Electricity Authority and Council. The electrical reticulation and street lighting designs for each stage must be submitted to Council's Development Engineer for assessment prior to the commencement of construction of any stage. Light standards and fitting connected to Electricity Authority supply must be provided in accordance with the Development Engineer's requirements.
19. Pavement depths shown on the Standard Drawings are the minimum required. Final depths will be determined by structural calculations based on actual sub-grade C.B.R. and design traffic loads and must be certified by an appropriate qualified engineer. All design plans submitted must be accompanied by pavement design calculations to demonstrate that the design is appropriate.
20. The design and construction of road must be in accordance with Austroads Guide to Road Design Part 1-8. The proposed roads must comply with the following:-
 - a. The materials used for roadworks are to be in accordance with State Growth General Specification for Roadworks;
 - b. Road reservation width must be 18 metre wide.
 - c. The minimum carriageway widths (face of kerb – face of kerb) for the road proposed must be 8.9 metre wide
 - d. A line marking and parking plan including any recommendations regarding the bend in the road.
 - e. A line marking and parking plan including give way line marking and signage at the junction and any recommendations regarding the bend in the road.

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 and Manager Infrastructure, Engineering and Design prior to the issuing of the Council's approved drawing for any construction phase. All works required by this condition must be installed prior to the sealing of the Final Plan for each stage.

21. An assessment of sight lines and safety requirements at the bend in the road as part of stage 1 formed due to coming off Parkwood Court must be undertaken by a suitable qualified engineer to determine if parking needs to be banned and line marking installed. This must be submitted and approved by the Manager Infrastructure, Engineering and Design prior to the issuing of the Council's approved drawings for stage 1.

22. An assessment of sight lines and safety requirements at the bend in the road as part of stage 2 must be undertaken by a suitable qualified engineer to determine if parking needs to be banned, line marking installed and if guard rail and/or possible chevron signs installed. This must be submitted and approved by approved by the Manager Infrastructure, Engineering and Design prior to the issuing of the Council's approved drawings for stage 2.
23. The construction of footpath and walkways must be in accordance with the LGAT Standard Drawings and Council's footpath policy. The proposed footpath and walkways must comply with the following-:
 - a. Footpath must be constructed on both sides of the carriageways;
 - b. Footpath must be minimum of 1500mm wide concrete as detailed in the TSD-R11;
 - c. Kerb ramps at the junction must be provided to ensure safe pedestrian access;

To satisfy with the above requirements, submit details demonstrating the above prior to the issuing of Council's approved drawing for any construction phase.

All works required by this condition must be approved by the Manager Infrastructure, Engineering and Design and must be installed prior to the sealing of the Final Plan for each construction phase.

24. Driveway access construction is to accord with Standard Drawings TSD-RO9. Designs for the driveway are to include the full extent of the formation to achieve the maximum gradient of 20% (or 1 in 5) as well as an area for on-site turning and must be submitted and approved prior to the issuing of the Council's approved Engineering drawing for any construction phase. All driveways servicing internal lots must be demonstrated on the design drawing as complying with standards of acceptable sight distance and are to be fully constructed to the lot proper (minimum 3.600m. wide in accordance with Standard Drawing TSD-RO9) prior to the sealing of final plan.
25. Prior to the sealing of the final plan, the building areas of all lots must be provided with adequate connection by gravity to the public stormwater system to the satisfaction of the Director Infrastructure Engineering and Design.
26. Prior to the approval of engineering drawings for the development, the applicant must enter into a written agreement with the Council's Director Infrastructure & Works to provide for the connection of all lots to the public stormwater system as required by Section 14 of the *Urban Drainage Act 2013*, at the developer's cost which includes payment for any augmentation of the public stormwater system that may be required by the Council's Director Infrastructure Engineering and Design.
27. The proposed stormwater system, including overland flow paths must be sized to accommodate the estimate 1 in 100 year or 1% AEP (Annual Exceedance Probability) flow based on a possible future fully developed catchment with an allowance for predicted climate change up to the year 2100. All proposed piped mains must be sized to accommodate at least the estimated 1 in 20 year storm

event based on a possible future fully developed catchment. Prior to the start of the work for any construction phase, the developer is required to submit hydraulic design calculations carried out by a suitably qualified engineer supporting the design, to the satisfaction of Council's Senior Civil Engineer.

28. The stormwater drainage arrangements must comply with the following:
- a. All lots must be serviced with a minimum of a one hundred and fifty diameter (150mm.) house connection at the lowest point to adequately drain the entire lot;
 - b. All house connection must be discharged into a piped system (no connections to the kerb and gutter); and
 - c. Side entry pits for road drainage to be type four (4)

To satisfy with the above requirements, submit details demonstrating the above prior to the issuing of Council's approved drawing for any construction phase. All works required by this condition must be completed prior to the sealing of the Final Plan for each applicable stage.

29. Prior to the issuing of Council's approved drawing for any construction phase, the developer is required to provide Council with a detailed engineering services plan indicating the location of all proposed easements and services, and how they connect to public infrastructure including;
- a. Lot connections, size and location. Each connection must service the lowest point of the lot;
 - b. Long sections along with invert levels and depths of all proposed new mains;
 - c. Any proposed manholes and inspection openings must be sized appropriately; and
 - d. The servicing plan must clearly indicate how all stormwater from the site, will be discharged to Council infrastructure with sufficient receiving capacity.

All works required by this condition must be completed prior to the sealing of the Final Plan for each applicable stage.

30. Any creation, diversion and augmentation of Council owned stormwater assets must be designed and constructed to the satisfaction of Council's Development Engineer. A twelve (12) month maintenance period will be applied to any creation, diversion and augmentation of Council owned assets after the practical completion, during which time the works must be maintained by the developer, prior to being handed over at the completion of the defects liability period. During the period all defects must be rectified at the developers cost. A further twelve (12) month maintenance period may be applied to defects after rectification. The Council may, at its discretion, undertake rectification of any defects at the developers cost. Before the end of the maintenance period, the developer must arrange CCTV inspections of any stormwater assets subject to this permit, taken no more than one month before the end of the maintenance period, and submit the inspection reports to the requirements of the Councils' Stormwater Engineer

and at full cost to the applicant. Any defect identified in the CCTV inspection must be rectified to the satisfaction of Council's Stormwater Engineer, before the Council takes over the stormwater assets. Should the Developer require the final plan of survey for the subdivision sealed by Council at the commencement of the statutory defects liability period the developer is required to lodge security with Council to the value of 5% of the cost of the Council required infrastructure works.

31. Private sewer, stormwater and water services/connections are to be entirely separate to each lot in order to ensure that they are contained entirely within the lots served. Power and telephone connections must also be contained within their respective lots. A detailed services plan showing both the existing and the proposed (or as built) private services, Council mains and access to all lots on the site must be prepared by a civil engineer or a qualified designer and submitted to the Council for approval prior to the sealing of the final plans. In particular, the developer must confirm the position of any services that may be affected by the subdivision/boundary adjustment.
32. In order to satisfy the above condition on the separation of services, the developer must verify compliance by supplying the Council with a services plan clearly indicating the location and details of all relevant services (entirely contained within their respective lots) and also a covering letter, where the Council is advised in writing that all the relevant engineering work required in these planning permit conditions have been satisfactorily completed, prior to the sealing of the final plan. Any final plan submitted for sealing cannot be fully processed unless it is accompanied by documentation by a qualified person that clearly certifies that this condition has been satisfied and that all the work required by this condition has been completed. A "qualified person" shall be a professional engineer or professional surveyor or other persons acceptable to Council. Applicants or their agents should take notice that unless this condition is satisfactorily complied with, then documents submitted for sealing of the final plans will not be processed.

Environment

32. A Vegetation Protection Plan for the area of the Public Open Space must be developed by a suitably qualified consultant and submitted to Council's Senior Statutory Planner for approval prior to the commencement of Stage 1. This plan must include:
 - a. Vegetation within the POS not to be felled, lopped, ringbarked or otherwise damaged or destroyed during any stage of the subdivision.
 - b. Boundary of the POS to be clearly marked prior to the commencement of Stage 1 of the subdivision.
 - c. No vehicles or machinery associated with building and constructing being permitted to enter the POS at any time.
 - d. No soils, building materials, waste or other materials being permitted to be stored or placed into the POS at any time.
 - e. No excavation of any type being permitted within the POS at any time.
 - f. Ensuring proposed underground pipeline adjacent to the POS is installed in such a way that there are no impacts on POS.

33. Prior to the commencement of Stage 1, a transplantation and relocation plan for *Dianella amoena* (Grassland Flax-lily) is to be developed by a suitably qualified consultant in consultation with Council's Environment Coordinator, and submitted to Council's Planning Section for approval prior to commencement of Stage 1. (Note that *D.amoena* plants may need to be stored at a suitable nursery following removal from the site and it may be up to 18 months before they are deemed suitable for relocation within the POS).
34. Prior to the commencement of Stage 1, *D. amoena* plants identified within Lot 4 are to be transplanted from the site, with the intention of eventual relocation within the POS.
35. Prior to transplanting of *D.amoena*, a 'Permit to Take' will be required from DPIPWE to allow removal to occur.
36. Prior to the commencement of Stage 1, a 'Permit to Take' will be required from DPIPWE to allow for the destruction of *Senecio squarrosus* (Leafy Fireweed). (Note that the application to DPIPWE could include a provision to propagate seed from these plants, for planting into suitable ground in the POS or adjacent sections of Poimena Reserve).
37. A Weed Management Plan is to be developed by a suitably qualified consultant and submitted to Council's Planning Section for approval prior to the commencement of Stage 1. This plan must include:
 - a. Specific timeframes along with the methods of primary and follow up treatment for all declared and environmental weeds on site per stage;
 - b. Works to be undertaken in each stage concurrently;
 - c. A weed hygiene plan including specific measures required to ensure the risk of the spread of weeds from the site during clearing and construction is minimised;
 - d. a fully costed stage by stage implementation, monitoring and reporting plan for a minimum of three years (including actions and timeframes).
 - e. Glenorchy City Council will not be responsible for any weed control within the Public Open Space zone or any other zone within the subdivision until agreement has been reached on the transition of ownership and management of the POS and until this area has been treated for weeds and rehabilitated to the satisfaction of Council's Senior Statutory Planner.
38. Large white gum trees along the eastern boundary of 8 Parkwood Court must be identified and retained where possible. A tree protection area must be implemented to protect the trees during construction.

Property

39. Prior to the commencement of works a Vegetation Protection Area is to be established around the open space, and the pipeline easement is to be clearly marked separately. This must be shown on all plans and be visible to all contractors and visitors to the site with signage and marking tape delineating this area.

40. Prior to the commencement of works for any stage of the subdivision a detailed design for the walkway on the public open space must be submitted to and approved by Council's Development Engineer and Open Space Coordinator.
41. Prior to the Sealing of Stage 1 the Public Open Space and all works within must be completed to the satisfaction of Council's Senior Statutory Planner. This will include but is not exclusive of;
 - a. Installation of removeable and lockable bollards at the connection with the proposed cul-de-sac.
 - b. Installation of reserve access sign in accordance with GCC's Parks and Reserves Signage Manual.
 - c. Removal of rubbish and old fencing adjoining Council land at Poimena Reserve.
 - d. Installation of a 1200mm wide (minimum) gravel walking track atop the pipeline easement in accordance with as per Australian Standard AS2156.1 2001.
 - e. Fencing on the residential boundaries of the public open space is to be 1.2m if the fence is solid; or 1.8m with openings above a height of 1.2m that provide a uniform transparency of not less than 30% (excluding any posts or uprights).
42. Prior to the Sealing of the Final Plan of Survey for Stage 2, Property must be satisfied that the conditions relating to the Open Space and the adjoining public reserve have been met.
43. Walkways and public open space are to be shown as lots on the final diagram and are to be sold to Council for a nominal sum of one dollar (\$1.00). The final plan of survey will not be sealed until an executed Agreement of Sale and an executed Memorandum of Transfer is provided to Council, along with the required Titles Office registration fees. All other legal costs associated with fulfilment of this condition are to be met by the subdivider.

Advice to Applicant

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

Property

The applicant must arrange the relevant approvals under the *Local Government Act 1993*, for the installation of the easements on Council land with Council's Manager of Property Environment and Waste.

Waste Services

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

- Council's Standard Bin Service includes one (1) x 140L wheelie bin for Waste, one (1) x 240L wheelie bin for Recycling, and one (1) x 240L for FOGO wheelie bin to each of the lots, collected fortnightly.

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

Engineering

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

Other Permits

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

Attachments/Annexures

- 1 GPA Attachment - 8 Parkwood Court



APPENDIX A**12.0 Low Density Residential Zone**

Standard	Acceptable Solution	Proposed	Complies?
12.5 Development Standards for Subdivision			
12.5.1 Lot Design	A1 The size of each lot must be in accordance with the following, except if for public open space, a riparian or littoral reserve or utilities: no less than 1,000 m ² and, with the exception of a balance lot, no more than 2,500 m ²	All proposed residential lots have a lot size between 1000m ² and 2500m ² . The proposed public open space has an area of 2591m ² . The proposal therefore complies with A1.	Yes
	A2 The design of each lot must provide a minimum building area that is rectangular in shape and complies with all of the following, except if for public open space, a riparian or littoral reserve or utilities. (a) clear of the frontage, side and rear boundary setbacks; (b) not subject to any codes in this planning scheme; (c) clear of title restrictions such as easements and restrictive covenants; (d) has an average slope of no more than 1 in 5; (e) is a minimum of 20 m x 20 m in size.	The proposal does not comply with A2 as the proposed lots are subject to the Bushfire code and Biodiversity Code	No – see report for assessment against the performance criteria

	A3 The frontage for each lot must be no less than the following, except if for public open space, a riparian or littoral reserve or utilities and except if an internal lot: 30 m.	Most of the proposed lots (excluding public open space and internal lots) do not comply with the 30m wide frontage requirement.	No – see report for assessment against the performance criteria
	A4 No lot is an internal lot.	Four (4) internal lots proposed	No – see report for assessment against the performance criteria
	A5 Setback from a new boundary for an existing building must comply with the relevant Acceptable Solution for setback.		Yes
12.5.2 Roads	A1 The subdivision includes no new road.	New roads proposed	No – see report for assessment against the performance criteria
12.5.3 Ways and Public Open Space	A1 No Acceptable Solution.	Relies on performance criteria	See report for assessment against the performance criteria
	A2 No Acceptable Solution	Relies on performance criteria	See report for assessment against the performance criteria
12.5.4 Services	A1 Each lot must be connected to a reticulated potable water supply where such a supply is available.	TasWater has supplied confirmation that the proposed lots cannot be serviced and therefore no reticulated water supply is available for the area.	NA
	A2 Each lot must be connected to a reticulated sewerage system where available.		Yes

	A3 Each lot must be connected to a stormwater system able to service the building area by gravity.		Yes
	A4 The subdivision includes no new road.	New road is proposed	No – see report for assessment against the performance criteria

APPENDIX B

19.0 Open Space Zone

Standard	Acceptable Solution	Proposed	Complies?
19.5 Development Standards for Subdivision			
19.5.1 Subdivision	A1 Subdivision is for the purpose of providing lots for public open space, a riparian or littoral reserve or utilities.	The works within the Open space zone is for the purpose of Utilities (pathway and TasNetworks infrastructure)	Yes
	A2 The frontage for each lot must be no less than 15 m.	No new lots proposed within the open space zone	NA
	A3 No Acceptable Solution.	Relies on performance criteria	No – see report for assessment against the performance criteria
	A4 Services capable of adequately serving the intended purpose must be connected to each lot.	No lots proposed within the Open Space Zone.	NA

APPENDIX C

E1.0 Bushfire-Prone Areas Code

Standard	Acceptable Solution	Proposed	Complies?
E1.6.1 Subdivision: Provision of hazard management areas	A1 (a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of hazard management areas as part of a subdivision; or (b) The proposed plan of subdivision: (i) shows all lots that are within or partly within a bushfire-prone area, including those developed at each stage of a staged subdivision; (ii) shows the building area for each lot; (iii) shows hazard management areas between bushfire-prone vegetation and each building area that have dimensions equal to, or greater than, the separation distances required for BAL 19 in Table 2.4.4 of Australian Standard AS 3959 – 2009 Construction of buildings in bushfire-prone areas; and (iv) is accompanied by a bushfire hazard management plan that addresses all the individual lots and that is certified by the TFS or accredited person, showing hazard management areas equal to, or greater than, the separation distances required for BAL 19 in Table 2.4.4 of Australian Standard AS 3959 – 2009 Construction of buildings in bushfire-prone areas; and (c) If hazard management areas are to be located on land external to the proposed subdivision the application is	HMA's comply with the Acceptable solution E1.6.1 A1 (b) Bushfire Hazard Report for proposed 18 lot subdivision at 8 Parkwood Court, Claremont (Enviro-dynamics Pty Ltd March 2020 v5) and Bushfire Hazard Management Area Plan for proposed 18 lot subdivision at 8 Parkwood Court,	Yes

Standard	Acceptable Solution	Proposed	Complies?
	accompanied by the written consent of the owner of that land to enter into an agreement under section 71 of the Act that will be registered on the title of the neighbouring property providing for the affected land to be managed in accordance with the bushfire hazard management plan.		
E1.6.2 Subdivision: Public and fire fighting access	A1 (a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant specific measures for public access in the subdivision for the purposes of fire fighting; or (b) A proposed plan of subdivision showing the layout of Roads, fire trails and the location of property access to building areas is included in a bushfire hazard management plan that: (i) demonstrates proposed Roads will comply with Table E1, proposed private accesses will comply with Table E2 and proposed fire trails will comply with Table E3; and (i) (ii) is certified by the TFS or an accredited person.	Access complies with Table E1, E2 & E3 therefore proposal complies with A1 (b) Bushfire Hazard Report for proposed 18 lot subdivision at 8 Parkwood Court, Claremont (Enviro-dynamics Pty Ltd March 2020 v5); and Bushfire Hazard Management Area Plan for proposed 18 lot subdivision at 8 Parkwood Court, Claremont (Enviro-dynamics Pty Ltd March 2020 v4)	Yes
E1.6.3 Subdivision: Provision of water supply for fire fighting purposes	A1 In areas serviced with reticulated water by the water corporation: (a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of a water supply for fire fighting purposes; (b) A proposed plan of subdivision showing the layout of fire hydrants, and building areas, is included in a bushfire hazard	No reticulated water service is available for the proposed lots.	NA

Standard	Acceptable Solution	Proposed	Complies?
	management plan approved by the TFS or accredited person as being compliant with Table E4; or (c) (a) A bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for fire fighting purposes is sufficient to manage the risks to property and lives in the event of a bushfire.		
	A2 In areas that are not serviced by reticulated water by the water corporation: (a) The TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant provision of a water supply for fire fighting purposes; (b) The TFS or an accredited person certifies that a proposed plan of subdivision demonstrates that a static water supply, dedicated to fire fighting, will be provided and located compliant with Table E5; or (c) (i) A bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for fire fighting purposes is sufficient to manage the risks to property and lives in the event of a bushfire.	Water supply complies with Table E5 and therefore proposal complies with A2 (b) Bushfire Hazard Report (Enviro-dynamics Pty Ltd March 2020 v5); and Bushfire Hazard Management Area Plan For proposed 18 lot subdivision at 8 Parkwood Court, Claremont (Enviro-dynamics Pty Ltd March 2020 v4)	Yes

APPENDIX D**E5.0 Road and Railway Assets Code**

Standard	Acceptable Solution	Proposed	Complies?
5.5 Use Standards			
E5.5.1 Existing road accesses and junctions	A1 The annual average daily traffic (AADT) of vehicle movements, to and from a site, onto a category 1 or category 2 road, in an area subject to a speed limit of more than 60km/h , must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.		NA
	A2 The annual average daily traffic (AADT) of vehicle movements, to and from a site, onto a category 1 or category 2 road, in an area subject to a speed limit of more than 60km/h , must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.		NA
	A3 The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.		Satisfy the performance criteria
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		NA

Standard	Acceptable Solution	Proposed	Complies?
	crossing must not be increased by greater than 10% or 10 vehicle movements per day, whichever is the greater.		
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.		Yes
	A1.2 Buildings, may be: (a) located within a row of existing buildings and setback no closer than the immediately adjacent building; or (b) an extension which extends no closer than: (i) the existing building; or (ii) an immediately adjacent building.		NA
E5.6.2	A1 No new access or junction to roads in an area subject to a speed limit of more than 60km/h		NA

Standard	Acceptable Solution	Proposed	Complies?
Road accesses and junctions	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.		Yes
E5.6.3 New Level Crossings	A1 No Acceptable Solutions.		NA
E5.6.4 Sight distance at accesses, junctions and level crossings	A1 Sight distances at: (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and (b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.		Yes

APPENDIX E

E6.0 Parking and Access Code

Standard	Acceptable Solution	Proposed	Complies?
E6.6 Use Standards			
E6.6.1 Number of Car Parking Spaces	A1 The number of on-site car parking spaces must be: (a) no less than the number specified in Table E6.1 and no more than 10% greater than that number;		N/A

Standard	Acceptable Solution	Proposed	Complies?
	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.		
E6.6.2 Number of Accessible Car Parking Spaces for People with a Disability	A1 Car parking spaces provided for people with a disability must: (a) satisfy the relevant provisions of the Building Code of Australia; (b) be incorporated into the overall car park design; (c) be located as close as practicable to the building entrance.		N/A
E6.6.3 Number of Motorcycle Parking Spaces	A1 The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.		N/A

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.		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.		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.		Yes

Standard	Acceptable Solution	Proposed	Complies?
E6.7.3 Vehicular Passing Areas Along an Access	A1 Vehicular passing areas must: (a) be provided if any of the following applies to an access: (i) it serves more than 5 car parking spaces; (ii) is more than 30 m long; (iii) it meets a road serving more than 6000 vehicles per day; (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; (c) have the first passing area constructed at the kerb; (d) be at intervals of no more than 30 m along the access.		N/A
E6.7.4 On-Site Turning	A1 On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following: (a) it serves no more than two dwelling units; (b) it meets a road carrying less than 6000 vehicles per day.		N/A
E6.7.5 Layout of Parking Areas	A1 The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of AS/NZS 2890.1:2004 Parking		N/A

Standard	Acceptable Solution	Proposed	Complies?
	Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 "Headroom" of the same Standard.		
E6.7.6 Surface Treatment of Parking Areas	A1 Parking spaces and vehicle circulation roadways must be in accordance with all of the following; (a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway; (b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.		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.		Yes
E6.7.8 Landscaping of Parking Areas	A1 Landscaping of parking and circulation areas must be provided where more than 5 car parking spaces are proposed. This landscaping must be no less than 5 percent of the area of the car park, except in the Central Business Zone where no landscaping is required.		N/A

Standard	Acceptable Solution	Proposed	Complies?
E6.7.9 Design of Motorcycle Parking Areas	A1 The design of motorcycle parking areas must comply with all of the following: (a) be located, designed and constructed to comply with section 2.4.7 "Provision for Motorcycles" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) be located within 30 m of the main entrance to the building.		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.		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.		
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		N/A

Standard	Acceptable Solution	Proposed	Complies?
	provided, plus 1 additional shower for each 10 additional employee bicycle spaces thereafter.		
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 E7 s	A1 Commercial vehicles facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2 : Commercial. Vehicle Facilities AS 2890.2:2002, unless: (a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site; (b) the use is not primarily dependent on outward delivery of goods from the site.	N/A	N/A
E6.7.14 Access to a Road	A1 Access to a road must be in accordance with the requirements of the road authority.		Yes

APPENDIX F

E7.0 Stormwater Management Code

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

Standard	Acceptable Solution	Proposed	Complies?
	A4 A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.		Yes

APPENDIX G

E10 Biodiversity Code

Standard	Acceptable Solution	Proposed	Complies?
E10.8 Subdivision Standards			
E10.8.1 Subdivision	A1 Subdivision of a lot, all or part of which is within a Biodiversity Protection Area, must comply with one or more of the following: (a) be for the purposes of separating existing dwellings; (b) be for the creation of a lot for public open space, public reserve or utility; (c) no works, other than boundary fencing works, are within the Biodiversity Protection Area; (d) the building area, bushfire hazard management area, services and vehicular access driveway are outside the Biodiversity Protection Area.	The proposal does not comply with A1.	No – see report for assessment against the performance criteria

Standard	Acceptable Solution	Proposed	Complies?
	A2 Subdivision is not prohibited by the relevant zone standards.	Subdivision is not prohibited within the zone	

APPENDIX H

E14 Scenic Landscapes Code

Standard	Acceptable Solution	Proposed	Complies?
E14.7 Development Standards			
E14.7.1 Removal of Bushland within Scenic Landscape Areas.	A1 Removal or disturbance of bushland must comply with both of the following: (a) be on land no less than 50 m (in elevation) from a skyline; (b) be no more than 500 m ² in extent.	No bushland is to be removed or disturbed as par tof the proposed works within the reserve	NA

Standard	Acceptable Solution	Proposed	Complies?
E14.7.2 Appearance of Buildings and Works within Scenic Landscape Areas	A1 Buildings must comply with one of the following: (a) not be visible from public spaces; (b) be an addition or alteration to an existing building that; (i) increases the gross floor area by no more than 25%; (ii) does not increase the building height; (iii) provides external finishes the same or similar to existing.	No buildings proposed	NA
	A2 Works must not be visible from public spaces.	The reserve is a public space and the pathway connections and infrastructure works would be visible. The proposal therefore relies on performance criteria P2	No – see report for assessment against the performance criteria

**7. PROPOSED USE AND DEVELOPMENT - MULTIPLE DWELLINGS
(ONE NEW AND ONE EXISTING) - 2 BELGRAVE STREET
CLAREMONT**

Author: Planning Officer (Grace Paisley)

Qualified Person: Planning Officer (Grace Paisley)

Property ID: 5300854

REPORT SUMMARY

Application No.:	PLN-20-193
Applicant:	Wilson Homes Tasmania Pty Ltd
Owner:	A L Lytle
Zone:	Inner Residential Zone
Use Class	Residential
Application Status:	Discretionary
Discretions:	11.4.3 Site coverage and private open space 11.4.6 Privacy for all dwellings E6.7.12 Siting of Car Parking (The proposal meets all other applicable standards as demonstrated in the attached appendices)
Level 2 Activity?	No
42 Days Expires:	11 August 2020
Existing Land Use:	Single dwelling
Representations:	1
Recommendation:	Approval, subject to conditions

REPORT IN DETAIL

PROPOSAL

The application proposes the construction of a second dwelling at 2 Belgrave Street, Claremont.

The dwelling would be located at the rear of the existing dwelling setback 3.86m from the rear boundary, 3.04m from the northern boundary and 1.5m from the southern boundary. The dwelling would contain three (3) bedrooms, two (2) bathrooms and open plan living, kitchen and dining. The dwelling would be provided with an area of private open space to the west (figure 1). The dwelling would have a maximum height of 4.62m above natural ground level and would be constructed with brick and a Colorbond roof (figure 2).

Access to the proposed dwelling would be via a shared driveway on the northern side of the lot. The existing dwelling would be provided with two (2) car parking spaces, one at the front of the dwelling and one at the rear of the dwelling. The proposed dwelling would also be provided with two (2) car parking spaces, one in front of the dwelling and one on the northern side of the dwelling.

To enable the development to occur an existing shed at the rear of the site would be demolished.

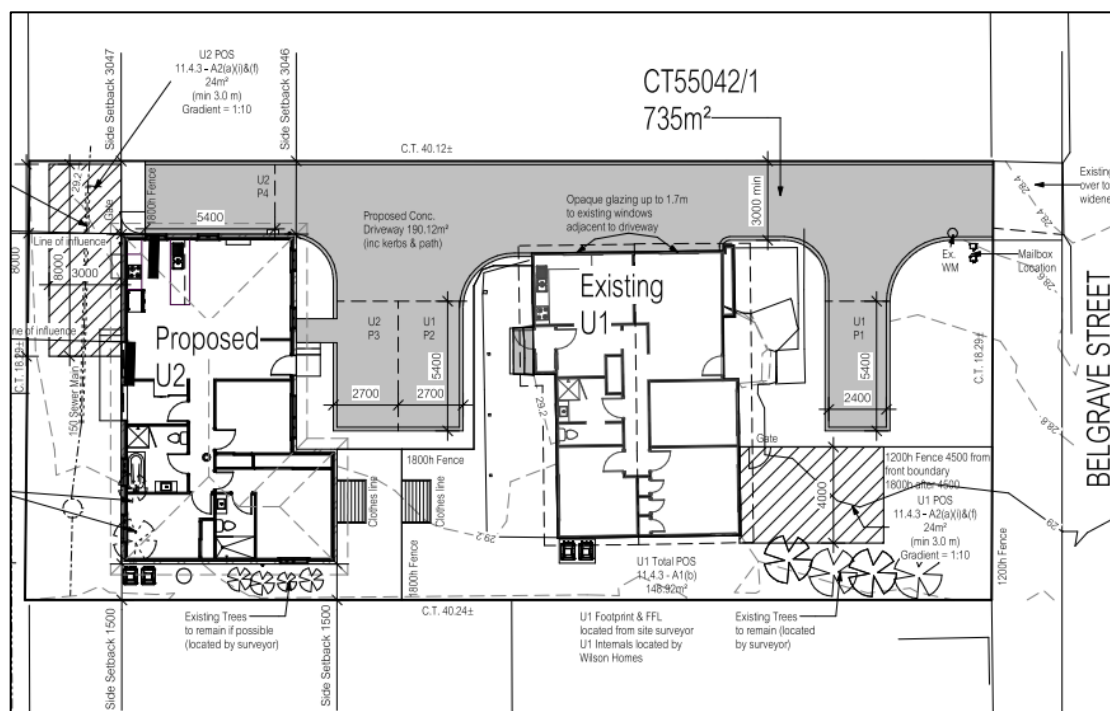


Figure 1: Proposed site plan

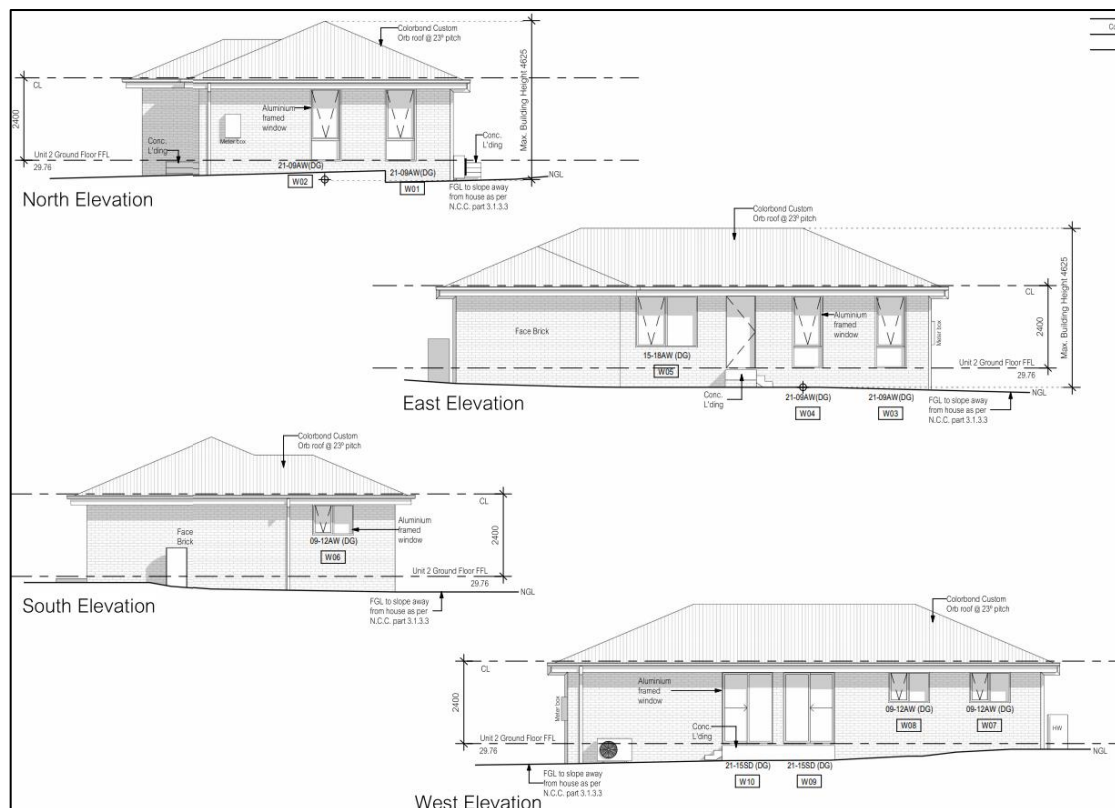


Figure 2: Proposed elevation plans

SITE and LOCALITY

The site is located on the western side of Belgrave Street and is rectangular in shape with an overall area of 735sqm. The site currently contains a single dwelling and several outbuildings located at the rear of the site on the northern boundary (figure 3).

The site has a frontage of approximately 18m and a depth of approximately 40m. The site is relatively flat with slight rise from the northern corner of the southern corner. The site is located in an established residential area, with a mixture of single and multiple dwellings. The site is located approximately 400m from the Claremont Shopping Centre.



Figure 3: Aerial image of the subject site and surrounds

ZONE

The site is located in the Inner Residential Zone (figure 4).



Figure 4: Zoning map of the subject site and surrounds

BACKGROUND

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

ASSESSMENT

STATE POLICIES, OBJECTIVES of LUPAA

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

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

GLENORCHY INTERIM PLANNING SCHEME 2015

Part B: Administration

General Exemptions

Nil.

Limited Exemptions

Nil.

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

A SAP or Code provision does not override Zone provisions in this assessment.

Use Class Description (Table 8.2):

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

Other relevant definitions (Clause 4.1):

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

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

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

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

Multiple dwellings means 2 or more dwellings on a site.

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

Part C: Special Provisions

No Special Provisions of the Scheme apply to this proposal.

Part D: Zones

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

Zone Purpose Statements

- 11.1.1.1 *To provide for a variety of residential uses and dwelling types close to services and facilities in inner urban and historically established areas, which uses and types respect the existing variation and pattern in lot sizes, set back, and height.*
- 11.1.1.2 *To provide for compatible non-residential uses that primarily serve the local community.*
- 11.1.1.3 *To encourage residential development at higher densities in locations within walkable distance of services, facilities, employment and high frequency public transport corridors.*
- 11.1.1.4 *To provide for a change in character from single dwellings on larger lots to alternative forms of housing such as terrace housing and apartments at greater density and with improved public open space amenity, whilst protecting amenity for existing nearby development.*

Comment:

The proposal is for the development of the land for multiple dwellings on a lot which is fully serviced. The proposal would result in residential development at a higher density on a lot is within walking distance to public transport and services in accordance with the purpose statements of the Inner Residential Zone.

Use Table

Residential (multiple dwellings) is a permitted use in the Inner Residential Zone. The application is discretionary due to relying on performance criteria to comply with applicable standards.

Use Standards

The use standards relate to non-residential uses, visitor accommodation and a local shop. These standards are not applicable to the assessment.

Development Standards for Residential Buildings & Works**11.4.3 Site coverage and private open space (P2)**

The acceptable solution for this standard requires a dwelling to be provided with private open space which complies with a number of requirements. The private open space for both dwellings does not comply with these requirements and therefore the proposal must be assessed against the performance criteria which states a dwelling must have private open space that:

(a) includes an area that is capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and that is:

- (i) conveniently located in relation to a living area of the dwelling; and*
- (ii) orientated to take advantage of sunlight.*

Comment:

The private open space for the existing dwelling would be capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play as it would be ample in size for outdoor living activities and would consist of an overall area of 148.92sqm. Although the area designated for private open space on the plans would be located between the dwelling and the frontage, the private open space would be separated from the car parking and driveway at the front by a 1.8m fence tapered down to 1.2m within 4.5m of the front boundary, and a 1.2m high fence on the front boundary. This would provide privacy to the space to ensure it is a usable space for future occupants. The private open space would be located where it would receive direct sunlight from the north with the only shadowing from the proposed dividing fence.

It is noted that the existing dwelling is also provided with an area of private open space at the rear which would be accessible from the main living areas via the laundry. This area would also be capable of serving as an extension of the dwelling and would be more private than the area at the front of the site. This area would be conveniently located from the kitchen and living area of the dwelling and would be partially roofed meaning it would be usable all year round.

The private open space for the proposed dwelling would be capable of serving as an extension to the dwelling for outdoor relaxation, dining, entertaining and children's play being located adjacent the living areas of the dwelling. Although it would be accessed via a landing and stairs, the private open space is only a short distance from the living areas and considered to be convenient.

The private open space for the proposed dwelling would be located to the north west of the dwelling and therefore orientated to take advantage of sunlight.

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

11.4.6 Privacy for all dwellings (P3)

The acceptable solution for this standard requires a habitable room window to be setback 2.5m from the shared driveway or 1m if separated by a 1.7m high screen or obscure glazing. The existing dwelling would have habitable room windows approximately 500mm from the shared driveway. The windows would have obscure glazing to a height of 1.7m, however, due to only being setback 500mm do not comply with the acceptable solution. The proposal must therefore be considered against the performance criteria which states:

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

Comment:

The shared driveway would be located 500mm from two windows which provide light to the kitchen, dining and living areas of the existing dwelling. The proposal has been designed to minimise detrimental impacts of vehicle noise and light intrusion to the habitable rooms through the use of obscure glazing to a height of 1.7m high above natural ground level and a setback of 500mm. The proposal has also been designed to minimise detrimental impacts from light intrusion with a straight driveway to minimise vehicle lights entering the windows. Considering the constraints of the location of the existing dwelling on the site, the proposal has been designed to minimise detrimental impacts from vehicle noise with a setback of 500mm from the windows.

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

Part E: Codes

The following codes of the Scheme apply to this proposal:

Road and Rail Asset Code

Council's Development Engineer has assessed the proposal against the applicable standards of the Road and Rail Asset Code and is satisfied the proposal complies with the applicable standards. More detailed comments are included in the Internal Referrals section of this report.

Parking and Access Code*E6.7.12 Siting of Car Parking*

The acceptable solution for this standard requires car parking spaces in the Inner Residential Zone to be located behind the line of buildings. The site is located in the Inner Residential Zone and one (1) car parking space is proposed to be provided within the front setback. The proposal must be considered against the performance criteria which states 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 may be located in front of the building line where topographical or other site constraints dictate that this is the only practical solution because of one or more of the following:

- (a) there is a lack of space behind the building line to enable compliance with A1;*
- (b) it is not reasonably possible to provide vehicular access to the side or rear of the property;*
- (c) the gradient between the front and the rear of existing or proposed buildings is more than 1 in 5;*
- (d) the length of access or shared access required to service the car parking would constitute more than 75% of the depth of the relevant lot;*
- (e) the access driveway cannot be located at least 2.5 m from a habitable room window of a building defined as a residential building in the Building Code of Australia;*

- (f) the provision of the parking behind the building line would result in the loss of landscaped open space and gardens essential to the values or character of a Heritage Place or Precinct listed in the Heritage Code in this planning scheme;*
- (g) the provision of the parking behind the building line would result in the loss directly or indirectly of one or more significant trees listed in the Significant Trees Code in this planning scheme,*

and only if designed and located to satisfy all of the following:

- (i) does not visually dominate the site;*
- (ii) maintains streetscape character and amenity;*
- (iii) does not result in a poor quality of visual or audio amenity for the occupants of immediately adjoining properties, having regard to the nature of the zone in which the site is located and its preferred uses;*
- (iv) allows passive surveillance of the street.*

Comment:

The proposal complies with points (a) and (e) of the performance criteria which means parking spaces may be located in front of the building line if they are designed and located to satisfy all of the above. The proposal only involves the provision of one (1) parking space in front of the building line as there is not sufficient room behind the dwelling to locate this fourth space. Given only one (1) car parking space is provided and landscaping is proposed between the parking space and the frontage, the parking space would not visually dominated the site or detract from the streetscape character and amenity.

The location of the car space would not result in poor quality of visual or audio amenity of the occupants of immediately adjoining properties, noting the proposal to locate the car space in the front setback would reduce the vehicle movements along the driveway to the rear of the site and thus reduce vehicle noise to the adjoining property. The car parking space would be landscaped to ensure it would not result in a poor quality of visual amenity.

The location of the car parking space would not impact passive surveillance from the dwelling to the street, with no changes proposed to the existing dwelling windows which face the street. The existing dwelling includes large windows along the frontage and due to the floor level height, visuals to the street would still be maintained.

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

The proposal complies with the remainder of the applicable standards of the Parking and Access Code as outlined in the attached Appendix. The dwellings would be provided with two (2) car parking spaces each which meets the requirements of the Parking and Access Code.

Stormwater Management Code

The stormwater from the proposal would be discharged via gravity to the public stormwater system. Council's Development Engineer has assessed the proposal

against the provisions of the Stormwater Management Code and is satisfied the proposal complies with the applicable standards of the Stormwater Management Code.

PART F: Specific Area Plans

The site is not located in an area affected by a Specific Area Plan.

INTERNAL REFERRALS

Development Engineer

E5.0 Road and Railway Assets Code

The development complies with Code E5.0 Road and Railway Assets Code; and the safety and efficiency of the road is not expected to reduce by the proposed development. The development is not expected to increase vehicle movements, to and from the site, over 40 vehicle movements and therefore complies with the acceptable solution A3 of E5.5.1. The existing dwelling is accessed of the Belgrave Street frontage and the access to the new dwelling is proposed to also utilise the existing access; this complies with A1 and A2 of the E5.6.2.

E6.0 Parking and Access Code

The submitted plans indicate a total of four (4) parking spaces. The development complies with Code E6 Parking and Access Code.

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

E7.0 Stormwater Management Code

The development meets the requirements in the Stormwater Management Code. There are no GCC stormwater mains affected by this application. All runoff from the new impervious area will be discharged by gravity to the existing connection. The development is considered to comply with the acceptable Solution E7.7.1 Clause A1 . The development is considered to comply with the acceptable solution A2, and a stormwater system is not required to incorporate water sensitive urban design for treatment, as the size of the new impervious area is less than 600m².

Other

E3.0 Landslide Code

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

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

There is no new stormwater point of discharge into a watercourse.

E15.0 Inundation Prone Areas Code

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

EXTERNAL REFERRALS

TasWater

TasWater have no objection to the application subject to conditions.

REPRESENTATIONS

The application was advertised for the statutory 14-day period with one (1) representation received. The following issues were raised:

1. Noise

The representor states that the proposal would result in noise pollution during the construction phase and post construction due to additional traffic beside their bedroom windows on the shared driveway. The representor states they are a shift worker and the increased noise would impact on their quality of life.

Planner's Comment:

Noise during construction is not a planning issue that can be considered as part of this application. Work hours and noise is controlled under the *Environmental Management and Pollution Control (Noise) Regulations 2016*.

In regards to noise pollution post construction from the additional traffic on the proposed shared driveway, the only applicable standard relating to noise impacts from car parking is Clause E6.7.12 Siting of Car Parking which requires car parking spaces to be located behind the line of the building (at the rear of the existing dwelling). The performance criteria considers noise pollution from locating car parking in front of the building line, opposite to the representors concerns. The applicant has however proposed one car parking space to be located in front of the building line which would reduce the vehicle movements and noise on the shared driveway.

There are no other applicable standards relating to noise from vehicle movements on a site in a residential zone impacting adjoining properties in the Glenorchy Interim Planning Scheme 2015.

2. Privacy

The representor states that the proposed outbuilding to be demolished is part of their boundary fence. The removal would impact on their privacy and security of their dog who has access to the whole yard. The representor states that they have an existing fishpond structure that backs onto the outbuilding that will need to be removed if the proposal is approved. The representor states there are no specifications for height of fence proposed to be built or a time frame for the proposed building construction.

Planner's Comment:

The applicant has confirmed that a 1.8m high timber paling fence would be constructed along the common boundary where the outbuildings are proposed to be removed. Prior to the construction a security/builder's fence would be installed to ensure security for the site and the neighbour. The applicant is not required to provide a time frame for the proposed building construction at the planning assessment stage, however, would need to substantially commence within two (2) years of the planning permit being issued. The boundary fence and associated issues is a civil matter regulated under the *Boundary Fences Act 1908*.

The fishpond structure on the neighbouring property is not something that can be considered as part of this application.

CONCLUSION

The proposal is relying on the performance criteria to comply with applicable standards. The proposal is assessed as satisfying the performance criteria and complies with those standards. The proposal is assessed as complying with all other use and development standards in the Inner Residential Zone, as well as the applicable standards of the Road and Railway Assets code, Parking and Access code and Stormwater Management code. The application was publicly advertised for the statutory 14-day period with one representation received which has been addressed in the report.

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

RECOMMENDATION:

That a permit be granted for the proposed use and development of Multiple dwellings (one new and one existing) at 2 Belgrave Street Claremont subject to the following conditions:

Planning

1. Use and development must be substantially in accordance with planning permit application No. PLN-20-193 and Plans submitted on 1 July 2020 (8 pages), except as otherwise required by this permit.
2. Any conditions and/or advice as determined by TasWater, and set out in the attached Submission to Planning Authority Notice, reference No. TWDA 2020/00737-GCC, dated 12/06/2020, form part of this permit.
3. Habitable room windows within 1m of a shared driveway or parking space must have fixed obscure glazing extending to a height of at least 1.7m, as shown on the approved plans. This detail must be shown on plans submitted in association with a Building Permit application to the satisfaction of Council's Senior Statutory Planner. The fixed obscure glazing must be fitted to the relevant windows and must be maintained satisfactorily for the duration of the use as approved.
4. Landscaping works as shown on the endorsed plans must be completed within six months from issue of Certificate of Occupancy to the satisfaction of Council's Senior Statutory Planner and then maintained to the satisfaction of Council's Senior Statutory Planner.

Engineering

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

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

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

6. The loading and unloading of goods, including building materials and equipment, from vehicles must only be carried out on the land.
7. The design and construction of the 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. Drawings showing the design of the driveway, parking, access and turning areas must be submitted with the Building Application or prior to the commencement of works on site (whichever comes first) for approval by Council's Development Engineer. The proposed driveway and parking area must comply with the following:-
 - (a) Be constructed to a sealed finish and the finished gradient shall not exceed the maximum gradient of 25%;
 - (b) Four (4) clearly marked car parking spaces (two spaces per dwelling) must be provided in accordance with the approved plan and kept available for these purposes at all times;
 - (c) Vertical alignment shall include transition curves (or straight sections) to the Australian Standard, Parking facilities - Part 1: Off-Street Carparking AS 2890.1 - 2004, Clause 2.5.3 (d) at all grade changes greater than 12.5%;
 - (d) All runoff from paved and driveway areas must be discharged into Council's stormwater system;
 - (e) Be clearly line-marked or physically separated to each space in accordance with the approved plan;
 - (f) The gradient of any parking areas must not exceed 5%; and
 - (g) Minimum carriageway width is to be no less than 3.0 metres.

The approved design of the driveway, parking, access and turning areas must be installed prior to the occupancy of the additional dwelling.

8. Wheel stops are to be utilised on the northern edge of the parking areas, installation to comply with AS2890.1
9. The extension of the kerb and gutter and proposed driveway crossover are to be constructed in accordance with Municipal Standard Drawings TSD R14-v1 and TSD R09-v1.
10. Adequate on-site stormwater detention must be provided so that stormwater discharged from the site does not exceed the pre-development stormwater runoff

for 1 in 20 ARI (5% AEP) storm event. A detailed design must be submitted with the Building Application prepared by a qualified professional engineer for approval by Council's Development Engineer and completed prior to a Certificate of Occupancy being issued for the new dwelling. The approved on-site stormwater detention must be satisfactorily maintained for the duration of the use as approved.

11. All internal hydraulic service works required for the development shall be at the Developer's expense and must comply with the requirements of Council's Plumbing Surveyor.

Advice to Applicant

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

Other Permits

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

Engineering

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

Attachments/Annexures

- 1 GPA Attachment - 2 Belgrave Street



APPENDIX

11.0 Inner Residential Zone

Standard	Acceptable Solution	Proposed	Complies?
11.3 Use Standards			
11.3.1 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.		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; 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; 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. 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		N/A

Standard	Acceptable Solution	Proposed	Complies?
	Environmental Management, including adjustment of noise levels for tonality and impulsiveness. Noise levels are to be averaged over a 15 minute time interval.		
	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; be turned off between 6:00 pm and 8:00 am, except for security lighting; (b) be turned off between 6:00 pm and 8:00 am, except for security lighting; security lighting must be baffled to ensure they do not cause emission of light into adjoining private land.		N/A
	A4 Commercial vehicle movements, (including loading and unloading and garbage removal) to or from a site must be limited to 20 vehicle movements per day and be within the hours of: (a) 7.00 am to 5.00 pm Mondays to Fridays inclusive; 7.00 am to 5.00 pm Mondays to Fridays inclusive; (b) 9.00 am to 12 noon Saturdays; 9.00 am to 12 noon Saturdays; (c) nil on Sundays and Public Holidays. nil on Sundays and Public Holidays.		N/A
11.3.2 Visitor Accommodation	A1 Visitor accommodation must comply with all of the following:		N/A

Standard	Acceptable Solution	Proposed	Complies?
	(a) is accommodated in existing buildings is accommodated in existing buildings; (b) provides for any parking and manoeuvring spaces required pursuant to the parking and Access Code on-site; 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 has a floor area of no more than 160m².		
11.3.3 Local Shop	A1 A local shop must comply with both of the following: (a) have a gross floor area no more than 200m²; (b) not displace an existing residential use.		N/A
11.4 Development Standards for Buildings and Works			
11.4.1 Residential density for multiple dwellings	A1 Multiple dwellings must have a site area per dwelling of not less than 200m² and not more than 400m².	The proposal would result in a site area per dwelling of 367.5sqm	Yes
11.4.2 Setbacks and building envelope	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) at least 3m, or, if the setback from the frontage is less than 3m, not less than the setback from the frontage of any existing dwelling on the site;	The dwelling is proposed at the rear of the existing dwelling.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(b) 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.		
	A2 A garage or carport must have a setback from a frontage of at least: (a) 4m, or alternatively 1m 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) 1m, if the natural ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.	No garage or carport proposed.	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 11.4.2A, 11.4.2B, 11.4.2C and 11.4.2D) determined by: (i) a distance equal to the permitted frontage setback or, for an internal lot, a distance of 3m 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 3m from the rear	The dwelling would be setback 3.86m from the rear boundary, 1.5m from the southern boundary and 3.04m from the northern boundary.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	boundary; to a building height of not more than 9.5 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).		
11.4.3 Site coverage and private open space	A1 Dwellings must have: (a) a site coverage of not more than 50% (excluding eaves up to 0.6 m); and (b) for multiple dwellings, a total area of private open space of not less than 50m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m 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.	The dwelling would result in a site coverage of 27.44%. Each dwelling would have over 50sqm of private open space. 45.79% of the site would be free from impervious surfaces.	Yes
	A2 A dwelling must have an area of private open space that: (a) is in one location and is at least: (i) 24 m²; or (ii) 12 m², if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and (b) has a minimum horizontal dimension of:	The private open space for each dwelling would be at least 24sqm. The private open space for the existing dwelling would meet the minimum 4m dimension however the private open space for the proposed dwelling would not. Neither of the private open spaces would be directly accessible from habitable rooms. The private open space for the existing dwelling would be located to the south east	No

Standard	Acceptable Solution	Proposed	Complies?
	(i) 3 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 (e) 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.	of the dwelling and the private open space for the proposed dwelling would located to the north west of the dwelling. The private open space for the existing dwelling would be located between the dwelling and the frontage. The frontage is not orientated between 30 degrees west of north and 30 degrees east of north. The gradient of the private open spaces would not exceed 1 in 10 or be used for vehicle access or parking.	
11.4.4 Sunlight and overshadowing	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 and 30 degrees east of north (see Diagram 11.4.4A).	The kitchen and living room windows would face between 30 degrees west and 30 degrees east of north.	Yes
	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 11.4.4A), must be in accordance with (a) or (b), unless excluded by (c):	The dwelling are not located to the north of each other.	N/A

Standard	Acceptable Solution	Proposed	Complies?
	(a) The multiple dwelling is contained within a line projecting (see Diagram 11.4.4B): (i) at a distance of 3 m from the window; and (ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal. (b) The multiple dwelling does not cause the habitable room to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June. (c) That part, of a multiple dwelling, consisting of: (i) an outbuilding with a building height no more than 2.4 m; or (ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m 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 11.4.3, must be in accordance with (a) or (b), unless excluded by (c): (a) The multiple dwelling is contained within a line projecting (see Diagram 11.4.4C): (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.	The dwellings are not located to the north of each other.	N/A

Standard	Acceptable Solution	Proposed	Complies?
	(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.		
11.4.5 Width of openings for garages and carports	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).	No garages or carports proposed.	N/A
11.4.6 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 1.7m above the finished surface or floor level, with a uniform transparency of no more than 25%, along the sides facing a: (a) side or rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 3 m from the boundary; and (b) 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.	None proposed.	N/A

Standard	Acceptable Solution	Proposed	Complies?
	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 or rear boundary; and (ii) 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 (iii) 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 1.5m 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%.	None proposed.	N/A
	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	The existing dwelling would have habitable room windows which are located less than a metre from the shared driveway.	No

Standard	Acceptable Solution	Proposed	Complies?
	room of a multiple dwelling by a horizontal distance of at least: (a) 2.5 m; or (b) 1 m if: (i) it is separated by a screen of at least 1.7 m in height; or (ii) the window, or glazed door, to a habitable room has a sill height of at least 1.7 m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of at least 1.7 m above the floor level.		
11.4.7 Frontage Fences	A1 A fence (including a free-standing wall) within 3 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) 1.5 m, if any part of the fence that is within 3m of a primary frontage has openings above a height of 1.2m which provide a uniform transparency of not less than 30% (excluding any posts or uprights).	A 1.2m high fence is proposed at the front of the side and within 4.5m of the frontage.	Yes
11.4.8 Waste Storage for multiple dwellings	A1 A multiple dwelling must have a storage area, for waste and recycling bins, that is an area of at least 1.5 m² per dwelling and is within one of the following locations: (a) in an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or (b) in a communal storage area with an impervious surface that: (i) has a setback of at least 3 m from a frontage; and (ii) is at least 5.5 m from any dwelling; and	Both dwellings are provided with individual waste storage areas at the side of the dwellings.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(iii) is screened from the frontage and any dwelling by a wall to a height of at least 1.2m above the finished surface level of the storage area.		
11.4.9 Non-dwelling development	A1 Non-dwelling development must comply with all of the following acceptable solutions as if it were a dwelling: (a) 11.4.2 A1 and A3; (b) 11.4.3 A1 (a) and (c); (c) 11.4.7 A1.		N/A
	A2 Non-residential garages and carports must comply with all of the following acceptable solutions as if they were ancillary to a dwelling: (a) 11.4.2 A2; (b) 11.4.5 A1.		N/A
	A3 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 area.		N/A

APPENDIX

E5.0 Road and Railway Assets Code

Standard	Acceptable Solution	Proposed	Complies?
5.5 Use Standards			
E5.5.1 Existing road accesses and junctions	A1 The annual average daily traffic (AADT) of vehicle movements, to and from a site, onto a category 1 or category 2 road, in an area subject to a speed limit of more than 60km/h , must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.		NA
	A2 The annual average daily traffic (AADT) of vehicle movements, to and from a site, onto a category 1 or category 2 road, in an area subject to a speed limit of more than 60km/h , must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.		NA
	A3 The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.	Estimated AADT 14.80	YES

Standard	Acceptable Solution	Proposed	Complies?
E5.5.2 Exiting Level Crossings	A1 Where use has access across part of a rail network, the annual average daily traffic (AADT) at an existing level crossing must not be increased by greater than 10% or 10 vehicle movements per day, whichever is the greater.		NA
5.6 Development Standards			
E5.6.1 Development adjacent to roads and railways	A1.1 Except as provided in A1.2, the following development must be located at least 50m from the rail network, or a category 1 road or category 2 road, in an area subject to a speed limit of more than 60km/h: (a) new buildings; (b) other road or earth works; and (c) building envelopes on new lots.		NA

Standard	Acceptable Solution	Proposed	Complies?
	A1.2 Buildings, may be: (a) located within a row of existing buildings and setback no closer than the immediately adjacent building; or (b) an extension which extends no closer than: (i) the existing building; or (ii) an immediately adjacent building.		NA
E5.6.2 Road accesses and junctions	A1 No new access or junction to roads in an area subject to a speed limit of more than 60km/h		NA
	A2 No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.	Existing access to be utilised	YES
E5.6.3 New Level Crossings	A1 No Acceptable Solutions.		NA

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.		YES

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.		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.	No requirement	NA

Standard	Acceptable Solution	Proposed	Complies?
E6.6.3 Number of Motorcycle Parking Spaces	A1 The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.	No requirement	NA
E6.6.4 Number of Bicycle Parking Spaces	A1 The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.	No requirement	NA
E 6.7 Development Standards			
E6.7.1 Number of Vehicle Accesses	A1 The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.	Existing access to be utilised.	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		YES

Standard	Acceptable Solution	Proposed	Complies?
	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.		
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.	The driveway proposed measures twenty seven metres (27m.) from the kerb to the edge of the manoeuvring area.	Yes

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

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

Standard	Acceptable Solution	Proposed	Complies?
	(a) be provided in accordance with the requirements of Table E6.2; (b) be located within 30 m of the main entrance to the building.		
	A2 The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 "Design of Parking Facilities" and clauses 3.1 "Security" and 3.3 "Ease of Use" of the same Standard.	No requirement	NA
E6.7.11 Bicycle End of Trip Facilities	A1 For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycle spaces thereafter.	No requirement	NA
E6.7.12 Siting of Car Parking	A1 Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must be located behind the building line of buildings located or proposed on a site except if a parking area is already provided in front of the building line of a shopping centre.		No

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

APPENDIX

E7.0 Stormwater Management Code

Standard	Acceptable Solution	Proposed	Complies?
E7.7 Development Standards			
E7.7.1 Stormwater Drainage and Disposal	A1 Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.		YES
	A2 A stormwater system for a new development must incorporate water sensitive urban design principles R1 for the treatment and disposal of stormwater if any of the following apply: (a) the size of new impervious area is more than 600 m²; (b) new car parking is provided for more than 6 cars; (c) a subdivision is for more than 5 lots.	New impervious area does not exceed 600m2	YES
	A3 A minor stormwater drainage system must be designed to comply with all of the following: (a) be able to accommodate a storm with an ARI of 20 years in the case of non-industrial zoned land and an ARI of 50 years in the case of industrial zoned land, when the land serviced by the system is fully developed; (b) stormwater runoff will be no greater than pre-existing runoff or any increase can be		YES

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