

GLENORCHY PLANNING AUTHORITY MEETING

AGENDA

MONDAY, 11 JULY 2022



GLENORCHY CITY COUNCIL

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

Chairperson: Alderman Bec Thomas

Hour: 4.00 p.m.

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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 14 June 2022 be confirmed.

5. PROPOSED USE AND DEVELOPMENT - DEMOLITION AND STAGED REDEVELOPMENT OF SHOWGROUNDS (COMMUNITY MEETING AND ENTERTAINMENT, GENERAL RETAIL AND HIRE, SPORTS AND RECREATION, VISITOR ACCOMMODATION, FOOD SERVICES AND HOTEL INDUSTRY) - 2 HOWARD ROAD GLENORCHY

Author: Coordinator Planning Services (Trevor Boheim)

Qualified Person: Coordinator Planning Services (Trevor Boheim)

Property ID: 3367019

REPORT SUMMARY

Application No.: PLN-21-543

Applicant: IreneInc Planning

Owner: Royal Agricultural Society of Tasmania

Zone: Community Purpose

Use Class Community Meeting and Entertainment, General Retail and Hire, Sports and Recreation, Visitor Accommodation, Food Services and Hotel Industry

Application Status: Discretionary

Discretions: 27.3.1 P1 & P2, C2.5.1 P1, C3.5.1 P1, C14.6.1 P1, GLE-S6.6.1 P2 & P4, GLE-S6.7.1 P1, GLE-S6.7.2 P1.2 & P2, GLE-S6.7.3 P1

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

Level 2 Activity?	No
42 Days Expires:	12 July 2022
Existing Land Use:	Royal Hobart show grounds (Community Meeting and Entertainment)
Representations:	0
Recommendation:	Approval, subject to conditions.

REPORT IN DETAIL

PROPOSAL

The application proposes the staged redevelopment of the showgrounds site. The proposal involves the staged demolition of the existing buildings and structures on the site, and earthworks to level most of the site in preparation for the main two-storey building, with broadcast tower that is to house a mix of uses, including pavilion/exhibition spaces, administration areas, community spaces, food tenancies and small-scale hostel. The proposal also includes an arena, motorhome park and associated infrastructure, all set amongst landscaped surroundings (Fig. 1).

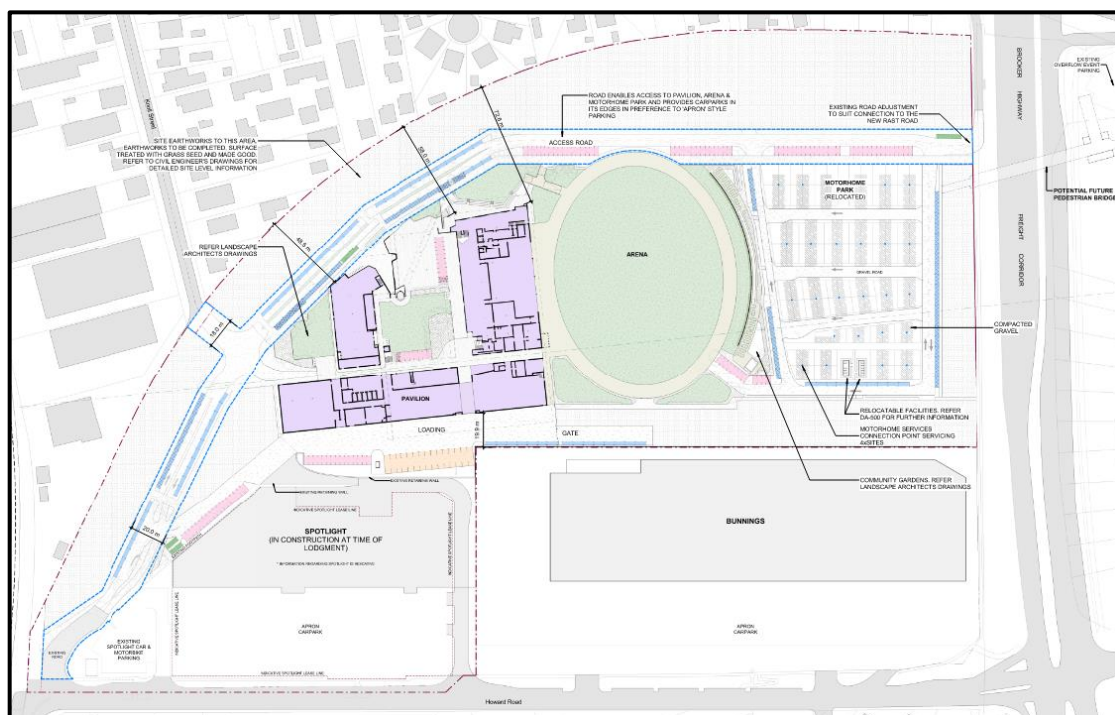


Figure 1. The site plan showing the proposed redevelopment of the showgrounds site.

While the Hobart Show has been and will continue to be hosted at the site, it is not subject of this application as it has existing use rights and is classified as No Permit Required by the Hobart Showground Specific Area Plan. As a result it can continue to occur without the need for a further planning permit.

The application does not seek approval for the residential development that has been subject of recent media attention. This requires an amendment of the Hobart Showgrounds Specific Area Plan and will be progressed through a separate future application.

The staging of the redevelopment is proposed occur over eight stages, described in the application as stages 1A, 1B, 1C, 1D, 1E, 2A, 2B and 2C, as shown in figure 2.



Figure 2. Proposed staging schedule depicted on the plan, showing stages 1A, 1B, 1C, 1D, 1E, 2A, 2B and 2C.

Stage 1A proposes the temporary relocation of the existing caravan park and associated amenities to be adjacent to the Brooker Highway;

Stage 1B proposes the demolition of all buildings and other structures excluding buildings identified as E08, E09 and the existing billboards;

Stage 1C proposes demolition of building foundations, roads and landscaping;

Stage 1D includes earthworks for leveling the site, except for the Elwick Knoll relic in the central area, that is to be retained for interpretation;

Stage 1E involves the construction of the Pavilion, arena, associated infrastructure and landscaping;

Stage 2A proposes the demolition of remaining buildings (E08 and E09 and associated structures) and the existing billboards. The temporarily located motorhome park will be unavailable during this stage of the development;

Stage 2B is for the site demolition of those building foundations, roads and landscaping; and

Stage 2C is the construction of the permanent location of the proposed motorhome park, associated facilities and landscaping.

The proposed main building, or Pavilion is to be centrally located within the site, approximately 48.5m from the western side boundary shared with the Inner Residential zoned land. The pavilion is to consist of three wings under one roof (with roof mounted solar panels), and the 36m high by 5.45m wide broadcast tower. The largest wing of the pavilion is in the eastern part of the site and is close to the Bunnings and Spotlight developments, which are also of large scale. The northern wing is sited next to the proposed show arena, and it will have openable hangar doors on the northern facade to facilitate the connection between the outdoor arena and the indoor tiered seating system, when required. The south-western wing is to border the central lawn. The pavilion is to be clad in a mix of materials, including fixed translucent (semi-opaque) cladding, colorbond® sheeting, fixed and operable clear and frosted glazing, concrete tilt up panels, and Aramex® walling and roofing.

The ground floor spaces of the pavilion are designed for flexibility to enable various uses/activities to occur within the spaces. Specially, the ground floor is to consist of the pavilion/exhibition spaces, including an area with tiered seating, commercial kitchens, function centre (over two storeys), storage area, plant and maintenance areas, site management office, change rooms, toilets, hospitality spaces and food services tenancy (over two storeys), all to be connected by circulation promenades. A central lawn area is to be located between the pavilion wings and is designed as a flexible use green space. The first floor is to consist of exhibition spaces, meeting rooms, the 'Show Bar' and lounge, administration offices, mezzanine, hostel and reception area, and access to the broadcast tower. The two floors are to be connected by internal and external stairwells and lifts.

A covered outdoor space is to be to the north of the central lawn and is designed for all-weather events. 'Off street' parking is strategically located adjacent to these spaces and around the building.

The arena is to be a high-quality flexible greenspace designed to cater for special events and sporting activities. The arena is to be surrounded by a mix of lawned gardens, animal judging areas, gravel or paved pedestrian connections and an earth berm/bund to the north-east for elevated spectating and noise mitigation.

The woodchopping amphitheatre, designed as a multi-purpose space with terraced seating and lawns, is to be to the north of the eastern most wing of the pavilion. The amphitheatre is adjacent to the proposed outdoor arena.

A 2.8m high noise mitigating boundary fence is proposed for the boundary between the site and the adjoining residential zone. Community gardens are also proposed.

The proposed motorhome park is to be to the northeast of the arena and is bound by landscaped lawns and vehicle circulation, connecting to the main access road to the north.

The main internal access road extends from the main entrance at Howard Road to the proposed motorhome park, running along the western and northern elevations of the pavilion, creating a central spine. It is to be a low-speed private road and connects to Knoll Street and Little Elwick Road, which are to operate as secondary accesses. Traffic control signage is proposed at the Knoll Street entrance to prohibit heavy vehicles from entering and exiting at this access point. Within the site, the access road leads to the loading dock and waste storage area to the south of the pavilion and the pavilion itself.

The majority of the access road is to be centrally lined by street trees, with boulevard style landscaping. The large areas of the site where no development is proposed with this application is to be landscaped and appropriately maintained in anticipation of future development at a later date.

Parking will be along both sides of the access road where provided as parallel parking and where perpendicular parking is proposed it will be provided on only one side of the access road. The proposal includes 266 parking spaces, seven of which are to be accessible spaces located at entry points to the pavilion. Parking is to be provided for 15 horse floats, 37 motor bikes and 187 bicycles. Manoeuvring and circulation areas are designed to meet Australian Standards.

The proposal is to host various uses throughout the calendar year, which are categorised as Community Meeting and Entertainment, General Retail and Hire, Sports and Recreation, Visitor Accommodation, Food Services, and Hotel Industry. The building capacity for the pavilion, exhibition hall(s) and hospitality tenancies are 2,430 persons. The restaurant, cafes and bar have a capacity of 344 persons. The office areas have a capacity of 30 persons. This is a total building capacity of 2,804 persons.

The overall site has a much larger capacity for events, such as the show, and for that reason larger events have been put into two categories or event type thresholds of less than 999 people (minor events) and more than 999 people (major events). Events over 1000 people require separate approval in addition to this planning permit (if granted) under the *Public Health Act 1997*. The separate approval is a licence to operate a place of assembly, which regulates those events in regard to maintenance of peace and good order, prevention of noise, odour, pollution and other nuisances, effect on traffic on highways and to protect public health. This licence must be granted prior to such events commencing.

The proposed hours of operation are to be consistent with current hours of operation of the site, which is 6am to 1pm seven days a week. Restrictions on the hours of operation are proposed for particular events or activities, depending on the location and event/activity type, to ensure no unreasonable loss of amenity to surrounding uses. Regular activities, particularly indoor activities are unlikely to cause amenity impacts to sensitive receivers. However, the two larger event categories require restrictions and are proposed to have the hours of operation as outlined in Table 1. In addition to a condition restricting the hours of operation of outdoor events, noise mitigation measures are also proposed.

Outdoor Events	
Activity	Hours of Operation
Outdoor Major Events	7am-10pm for normal operation Amplified Music: 12pm-11pm provided event management strategies in place
Outdoor Minor Events	7am -10pm for normal operation Amplified music: 12pm-11pm provided event management strategies in place
Outdoor Private Events & Functions	7am 10pm for normal operation Amplified Music: 12pm -10pm provided event management strategies in place
Outdoor Small Events	7am -10pm for normal operation No outdoor amplified music permitted.
Major Sporting Event	12pm-11pm

Table 1. Proposed hours of operation for outdoor events in two event category types.

The application proposes 12 major events (indoor and outdoor) per annum, excluding the annual Hobart show event. Major sporting events are included in the 12 events per annum. Four minor events per month are proposed, with up to 48 per annum, including private events and functions for up to 1,000 persons. No restriction is proposed on the frequency of indoor events, as the applicant proposes potential traffic and other impacts to be managed within the site for up to 1,000 persons.

SITE and LOCALITY

The site is known as the Hobart showgrounds at 2 Howard Road, Glenorchy and is 12.7 hectares in area. The site adjoins the Brooker Highway to the north-east, residential use and development to the west, light industrial use and development to the south-west, Howard Road to the south, the Bunnings and Spotlight complexes to the east, and industrial land further to the south-east of the site, with a pocket of residential land further to the east. The main entrance to the site is from Howard Road, with secondary or limited access from Knoll Street and Little Elwick Road. The intercity cycleway is in close proximity to the Howard Road access (Fig. 3).



Figure 3. An aerial view of the site and surrounds.

The site is currently occupied by various buildings, some designed for the show and similar events or community purposes, and others are occupied by various businesses not connected commercially to the show event. A commercial caravan park currently operates on the site, with a total of 316 caravan sites and 27 tent sites. Two billboards are located on the site with two advertising faces, each fronting the Brooker Highway. The site currently accommodates approximately 200 parking spaces, of which 26 are line marked. During large events, such as the Hobart Show the site relies on shared parking at the corner of Goodwood Road and the Brooker Highway. This shared parking area does not form part of this application.

The site supports mixed uses and currently holds various events and activities that are outside the scope of the Hobart Show event, and those events and activities are outlined in Table 2.

Activity	
Function centre & conferences	Driver training and defensive driving
Awards nights	Sports training (school & semi-professional)
Trade shows	Sporting games
Food and wine events	Change rooms
Venue Hire and private events	Commercial tenancies
Covid-19 Clinic	Caravan Park
Rooster shows	Live music
Dog shows	Annual Cracker night (fireworks displays)
Animal judging lawn	Christmas Carnival
Equestrian events	Outdoor leisure show
Woodchopping	Hobart Gem show
Sheep shearing competition	Sunday Markets
Commentating	School holiday entertainment
Community meetings	Monster truck demonstration
Clubhouses	Motorcycle and dirt bike demonstrations
Band practice	Advertising Signage
Workshops & Maintenance	Administration
Plant equipment	Emergency temporary accommodation

Table 2. A list of events and activities held on site in addition to the Hobart Show event

ZONE

The site is located within the Community Purpose zone (Fig. 4).

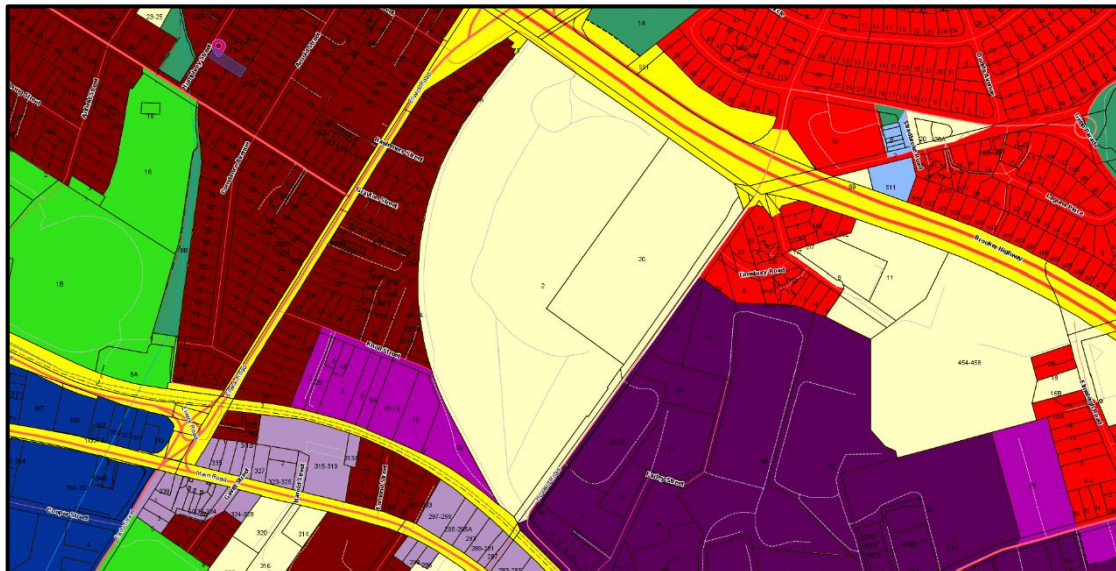


Figure 4. A view of the zoning pattern in the locality, showing the site in the Community Purpose zone (lemon), the adjacent Inner Residential zone (maroon), the General Residential zone (red), the General Industrial zone (purple), Light Industrial zone (light purple), Recreation zone (lime green), open Space zone (green), Central Business zone (blue) and Commercial zone (mauve).

BACKGROUND

The Royal Hobart Showgrounds was established in 1903 by the Royal Agricultural Society of Tasmania (RAST), who administer the show and other community events on the site.

The site has a long history of planning permits being issued. Listed below are some planning permits that are relevant to the current operations of the site.

- PLN-21-595 Change of use to Café (Food Services), approved on 23 December 2021.
- PLN-19-066 Change of use to training of domestic animals (dogs) (Domestic animal breeding, boarding, or training), approved on 24 April 2019.
- PLN-19-001 General Retail Complex with Two New Accesses, Associated Car Parking Spaces and Boundary Adjustment (Spotlight complex with five subsequent amendments made to this permit), approved on 16 September 2019.
- PLAM-18/01 Amendment to Hobart Show Ground Specific Area Plan - 2 & 20 Howard Road, Glenorchy, approved on 16 January 2018.
- PLn-15-196 Extension to the car parking for Bulky Goods Sales (Bunnings Warehouse), approved on 01 October 2015.
- PLN-15-194 Front fence (2.1m high), approved on 08 October 2015.
- PLN-15-148 Change of use to Miscellaneous (Hotondo Homes/Creative Homes), approved on 10 August 2015
- PLN-15-008 Alterations and additions to camping ground, approved 16 February 2015.
- PLN-14-206 Camping ground in a community use zone, approved on 06 October 2014.
- PLN-14-186 Demolition (racing track) and remediation of the Outdoor Sports complex, with relocation of signage and an unsealed service road, approved on 16 September 2014.
- PLN-15-173 Demolition of woodcutters shed, judges' box and adjacent internal fence, approved on 22 August 2014.

- PLN-14-024 Demolition; Miscellaneous Use (Bunnings Warehouse) And Associated Signage, Requiring Variations to Building Siting, Car Parking and Vehicular Access, Facade Design and Height (Signs Only), 1 Lot Subdivision Plus Balance and Road Lot for Public Utility (Road Additions and Alterations), approved on 07 April 2014.
- PLN-11-003 Demolition of Chairlift, approved on 27 January 2011.
- PLN-10-037 Extension to existing camping ground (Temporary permit) approved on 13 February 2010.
- PLN-10-035 Demolition of Ticket Booth, Kit Kat Building and Junior Wood Craft Building and New Signage, Fence and Turning Circle, approved 23 March 2010.
- PLN-08-0172 Temporary use (self-contained motor homes), approved on 28 July 2008.
- PLN-08-0106 Change of use to educational establishment to existing CWA building, approved 30 June 2008.
- PLN-07-4929 Partial change of use to warehouse (storage and packaging of books), approved on 13 December 2007.
- PLN-07-04713 Temporary Use (Camping ground for tents, caravans & motorhomes), approved 30 July 2007.
- PLN-07-4797 Relocation of market stalls, approved 18 January 2008 via appeal.

ASSESSMENT

STATE POLICIES, OBJECTIVES of LUPAA

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

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

TASMANIAN PLANNING SCHEME - GLENORCHY 2021

State Planning Provisions (SPP)

Administration

Exemptions (Tables 4.1 – 4.6)

4.5.2 Roof mounted solar energy installations

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

Roof mounted solar panels are proposed for the pavilion. The solar panels are exempt from assessment.

4.6.4 Fences not within 4.5m of a frontage

This exemption allows for boundary fences not within 4.5m of a frontage to be 2.1m in height. Any such fence more than 2.1m in height is not exempt from assessment.

4.6.8 Retaining walls

Retaining walls, excluding any land filling, if:

- (a) it has a setback of not less than 1.5m from any boundary; and
- (b) it retains a difference in ground level of less than 1m, unless the Local Historic Heritage Code or the Landslip Hazard Code applies and requires a permit for the use or development.

There are retaining walls proposed that retain a ground difference of more than 1m. Therefore, this exemption does not apply to those structures.

4.6.9 Land filling

Land filling to a depth of not more than 1m above existing ground level from that existing at the effective date, unless the:

- (a) Natural Assets Code;
- (b) Coastal Erosion Hazard Code;
- (c) Coastal Inundation Hazard Code;
- (d) Flood-Prone Areas Hazard Code; or
- (e) Landslip Hazard Code,

applies and requires a permit for the use or development.

Some cut and fill is proposed on the site, but earthworks are only to the extent of leveling the site for floor levels, road grades, the arena, associated landscaped areas and the like. The earth bund proposed on the eastern edge of the arena is to be greater than 1m in depth. Therefore, the exemption does not apply to the proposal.

4.6.10 Antennas, masts, flagpoles, and satellite dishes

If for:

- (a) minor communications infrastructure exempt under clause 4.2.6; or
- (b) all other antennas, masts, flagpoles and satellite dishes, unless :
 - (i) the Electricity Transmission Infrastructure Protection Code, Local Historic Heritage Code, or Safeguarding of Airports Code applies and requires a permit for the use or development; or
 - (ii) for facilities as defined under the Telecommunications Code.

Any minor communications infrastructure, antennas, masts, flagpoles and satellite dishes are exempt from assessment in this application.

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

The site is zoned Community Purpose and is overlaid with GLE-S6.0 Hobart Showground Specific Area Plan (SAP). The SAP provisions are in addition to and in substitution of the Community Purpose Zone, and override zone and code provisions as specified. Any code provision would override a zone provision if there is a conflict.

Use Class Description (Table 6.2):

The proposed use classes are Community Meeting and Entertainment, General Retail and Hire, Sports and Recreation, Visitor Accommodation, Food Services, and Hotel Industry. Each use class includes various individual uses, as well as uses that are directly associated with and a subservient part of those individual uses within each use class.

The proposed use classes are described below, and the proposed individual uses within those use classes are also specified, along with any uses (activities) that are directly associated with and a subservient part of those individual uses.

Community Meeting and Entertainment - use of land for social, religious and cultural activities, entertainment and meetings. Examples include an art and craft centre, place of worship, cinema, civic centre, function centre, library, museum, public art gallery, public hall and theatre, community centre and neighbourhood centre.

The proposed individual use within this overarching use class is primarily a function centre, which can be more accurately described as an exhibition centre. The exhibition centre as proposed is a large building(s) used for exhibitions or other events such as concerts, and/or a large building(s) for trade fairs. Proposed activities that are to be directly associated with and a subservient part of this use are conference centre; awards nights; trade shows; food and wine shows and events; venue hire and private events; animal shows and competitions; live music events; annual events such as the cracker night and Christmas carnival; specialised demonstrations; commercial kitchen; administration; workshops and maintenance areas; plant and equipment; and amenities.

The Hobart show event is categorised in this use class, but is not subject of this application as it has existing use rights and is classified as No Permit Required by the Hobart Showground Specific Area Plan.

Clubhouse is another individual use proposed within the Community Meeting and Entertainment use class. Activities such as the 'Red shed', community meetings and community band practice are taken to be directly associated with and a subservient part of this use.

General Retail and Hire - use of land for selling goods or services or hiring goods. Examples include amusement parlour, beauty salon, betting agency, bottle shop, cellar door sales, commercial art gallery, department store, hairdresser, market, primary produce sales, local shop, shop, shop front dry cleaner and supermarket.

The individual use within this use class is Market.

Sports And Recreation - use of land for organised or competitive recreation or sporting purposes including associated clubrooms. Examples include a bowling alley, fitness centre, firing range, golf course or driving range, gymnasium, outdoor recreation facility, children's play centre, swimming pool, racecourse, sports ground, and major sporting facility.

The individual use proposed within this use class is outdoor recreation facility, for sporting games and training on the arena, and the use of associated change rooms and commentating facilities.

Visitor Accommodation - use of land for providing short or medium-term accommodation for persons away from their normal place of residence on a commercial basis or otherwise available to the general public at no cost. Examples include a backpacker's hostel, camping and caravan park, holiday cabin, motel, overnight camping area, residential hotel, and serviced apartment complex.

The individual use proposed within this use class is backpacker's hostel, and caravan park, shown on the plans as 'motorhome park'.

Food Services - use of land for selling food or drink, which may be prepared on the premises, for consumption on or off the premises. Examples include a cafe, restaurant and take away food premises.

Hospitality tenancies for café, restaurant and take away premises are the proposed uses within this use class

Hotel Industry - use of land to sell liquor for consumption on or off the premises. If the land is so used, the use may include accommodation, food for consumption on the premises, entertainment, dancing, amusement machines and gambling. Examples include a hotel, bar, nightclub, adult entertainment venue and tavern.

A 'Show bar' and lounge with associated kitchen is proposed and fits within this use class.

Other relevant definitions (Clause 3.0):

Building height means the vertical distance from existing ground level at any point to the uppermost part of a building directly above that point, excluding protrusions such as aerials, antennae, solar panels, chimneys and vents.

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

Land filling means any change to the existing ground level of land by placement of any fill material, excluding refuse disposal, whether sourced from the land or elsewhere.

Landscaping treatment means an area of a site containing plants, placed to enhance the streetscape and be complementary to the scale of development on the site, including car parking, storage and buildings.

Public stormwater system means as defined in the *Urban Drainage Act 2013*.

Streetscape means the visual quality of a street depicted by road width, street planting, characteristics and features, public utilities constructed within the road reserve, the setback of buildings and structures from the property boundaries, the quality, scale, bulk and design of buildings and structures fronting the road reserve. For the purposes of determining streetscape for a particular site, the above matters are relevant when viewed from either side of the same street within 100m of each side boundary of the site, unless for a local heritage precinct or local historic landscape precinct listed in the relevant Local Provisions Schedule, where the extent of the streetscape may be determined by the relevant precinct provisions.

Road authority means for State highways or subsidiary roads, within the meaning of the *Roads and Jetties Act 1935*, and bridges declared under section 23 of the *Local Government (Highways) Act 1982*, the Minister administering those Acts and in relation to all other roads, the council having the control of such roads pursuant to the *Local Government (Highways) Act 1982*.

General Provisions

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

7.5 Change of Use

The redevelopment involves the introduction of new uses to the site for approval and is therefore not taken to be a change of use application. This general provision is not applicable to the assessment.

7.9 Demolition

The proposal includes the staged demolition of existing buildings on the site. This General Provision, 7.9.1 is applicable to the assessment.

7.9.1 - Unless approved as part of another development or Prohibited by another provision in this planning scheme, or the Local Historic Heritage Code applies, an application for demolition is Permitted and a permit must be granted subject to any conditions and restrictions specified in clause 6.11.2 of this planning scheme.

The proposed demolition is to be approved as part of this development, with recommended conditions of approval.

7.10 Development not Required to be Categorised into a Use Class

This General Provision enables the discretionary consideration of development, such as signage, land filling and retaining walls that do not need to be categorised into a use class. Such development must only be approved if there is no unreasonable detrimental impact on adjoining uses or the amenity of the surrounding area; and in exercising its discretion the Planning Authority must have regard to:

- (a) the purpose of the applicable zone;
- (b) the purpose of any applicable code;
- (c) any relevant local area objectives; and
- (d) the purpose of any applicable specific area plan.

No signage that would require assessment under the planning scheme is proposed. The proposal involves earthworks to reshape the site, where cut and fill at various depths will occur. The proposed acoustic mound or bund on the eastern border of the Arena is proposed to be supported by a 3m high retaining wall approximately 54m in length, facing toward the Brooker Highway. The acoustic mound and retaining wall are the most significant changes to the ground level and warrant consideration.

The acoustic mound or bund is designed with a dual purpose to provide elevated spectator viewing and to act as an acoustic barrier. Accordingly, the proposed acoustic mound or bund and associated retaining wall does not cause or contribute to an unreasonable detrimental impact on the amenity of the surrounding area. In addition, it is taken to further the purpose of the Community Purpose zone, and the purpose of GLE-S6.0 Hobart Showground Specific Area Plan and its Local Area Objectives, by enhancing the functionality and design of the Hobart Showground as a major event facility.

No codes are applicable to the assessment of the land filling or retaining wall.

Zone

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

Zone Purpose Statements

The purpose of the Community Purpose Zone is:

27.1.1 To provide for key community facilities and services including health, educational, government, cultural and social facilities.

27.1.2 To encourage multi-purpose, flexible and adaptable social infrastructure.

Use Table

As previously discussed, the Community Meeting and Entertainment, General Retail and Hire, Sports and Recreation, Visitor Accommodation, Food Services, and Hotel Industry are the proposed uses. Table 3 provides a breakdown of the use status within the Hobart Showground Specific Area Plan (SAP) with respect to permitted and discretionary use classes; noting that use table of the SAP is in substitution for the Community Purpose Zone Use Table.

Proposed Use Class	Proposed activity description	Use Status
Community Meeting and Entertainment - Function Centre	As described in the above section	Permitted
Community Meeting and Entertainment - Clubhouse	Red Shed, community meetings & community band practice	Permitted
General Retail and Hire	Markets	Permitted
Sport and Recreation - outdoor recreation facility	Sporting games and training utilising the arena, change rooms and commentating facilities.	Permitted
Visitor Accommodation	Backpacker's Hostel and Caravan Park	Discretionary
Food Services	Hospitality tenancies	Discretionary
Hotel Industry	'Show Bar' - detailed as Function Centre and Lounge on plans, with the associated kitchen	Discretionary

Table 3. The use status of the proposed uses for this application.

Community Meeting and Entertainment if for the purpose of the Hobart Show Event has 'no permit required' (NPR) status in the SAP use table. The Hobart Show event arguably has existing use rights. Nevertheless, the Hobart show event will remain NPR if it complies with each applicable standard and does not rely on any Performance Criteria to do so and is not Discretionary under any other provision of this planning scheme.

Zone Use Standards

27.3.1 Non-residential use P1

The SAP provisions do not override this zone use standard.

The objective of the standard is that non-residential use does not cause an unreasonable loss of amenity to residential zones.

The use of the site is within 50m of the Inner Residential zone and the application proposes hours of operation beyond that allowable under the acceptable solution of the standard. The proposal relies on the alternative test to meet this standard, performance criteria P1, which requires hours of operation of a use, excluding Emergency Services, Hospital Services, Natural and Cultural Values Management, Passive Recreation or Utilities, within 50m of a General Residential Zone, Inner Residential Zone or Low-Density Residential Zone, to not cause an unreasonable loss of amenity to an adjacent residential use having regard to:

- (a) the timing, duration or extent of vehicle movements; and

(b) noise, lighting or other emissions.

The proposed hours of operation are listed in Table 4.

Activity		Hours of Operation
Indoor Activities		
All indoor activities including major and minor events		6am -1am
Outdoor Activities excluding events		
Commercial vehicle movements		Any time is suitable per the Noise Impact Assessment
Outdoor areas of restaurant/ bar		7am -10pm during normal operation *note indoor operation is permissible at any time.
Outdoor sports and recreation		7am-10pm for normal operation If for major sporting event (major event) 12pm-11pm
Mechanical plant equipment		24/7
Outdoor Events		
Activity	Hours of Operation	Frequency per annum
Outdoor Major Events	7am-10pm for normal operation Amplified Music:12pm-11pm provided event management strategies in place	12 excluding the Annual Hobart Show
Outdoor Minor Events	7am -10pm for normal operation Amplified music:12pm-11pm provided event management strategies in place	4 outdoor minor events per month 48 per annum
Outdoor Private Events & Functions	7am 10pm for normal operation Amplified Music: 12pm -10pm	Forms parts of the 4 outdoor minor events per month
Outdoor Small Events	7am -10pm for normal operation No amplified music	No restriction
Major Sporting Event	12pm-11pm	Forms part of the 12 major events per annum

Table 4. A list of the proposed hours of operation for indoor and outdoor uses, activities, or events.

The application is supported by a Noise Report, dated 13 May 2022 prepared by NVC which notes the following:

The proposed development does not comprise any residential dwellings, and proposed visitor accommodations are limited to a hostel and the relocated caravan park. During the Hobart Show event and potential noise events, the hostel is to be used only by patrons related to the activity on site, for example cattle breeders during a cattle show, or staff for a potential noise event. As such, noise emissions from these activities on site are not relevant at this location. The caravan park is located near the northern end of site, and thus is farther from the pavilion building than the nearest residential dwellings on the western boundary of site. The nearest sensitive use thus remains the residential area adjacent the site's western boundary. The caravan park is also not to be used during the Hobart Show event, and only to be occupied by event personnel during potential noise events, and thus is not a sensitive receiver for such events. It remains relevant as a sensitive receiver for the remainder of the events and operations on site.

It is noted that the management of the availability of the motorhome park during show events or similar is a site management matter that is best addressed by the operator of the site and not by the Planning Authority.

Council's Senior Environmental Health Officer has reviewed the Noise report and has provided an analysis of the findings in the Referrals section of this report. In summary, Council's Senior Environmental Health Officer concurs with the finding of the report and discusses how the noise modelling predictions undertaken show that noise emissions from the proposed uses are generally acceptable, provided appropriate mitigation measures are in place. Such measures include, but are not limited to; limited operating hours (as shown in Table 4 above), limited number/frequency of events (Major events - 12 per annum and Smaller events – 48 per annum), the earth berm (acoustic barrier between the motorhome park and the arena), acoustic boundary fencing and the implementation of a noise management plan for events with the potential to cause environmental nuisance, that stipulate the requirements for noise monitoring and the establishment of communication channels between event organisers and community stakeholders.

Conditions are recommended to ensure these mitigation measures are applied and the site is managed in such a way that noise generating activities do not cause an unreasonable loss of amenity to an adjacent residential use.

Accordingly, the proposal is assessed as satisfying the performance criteria and complies with the standard.

27.3.1 Non-residential use P2

The site is within 50m of the Inner Residential zone, which causes this standard to be applicable. The proposed uses are to operate after dark and external lighting will be required. Given the hours of operation proposed exceed the requirements of this acceptable solution, the proposal relies on the alternative test to meet this standard, performance criteria P1, which requires external lighting for a use, excluding Natural and Cultural Values Management, Passive Recreation and Utilities and flood lighting of Sports and Recreation facilities, within 50m of a General Residential Zone, Inner Residential Zone, and Low Density Residential Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:

- (a) the level of illumination and duration of lighting; and
- (b) distance to habitable rooms of an adjacent dwelling.

In the main, the external lighting within the site is to be separated from the residential zone by more than 50m, particularly that of the pavilion. The external lighting would be designed and baffled to ensure minimal light overspill, if any at all. No flood lighting is proposed. These measures indicate that no unreasonable loss of amenity would occur to the adjacent residential zone by the use of external lighting within the site.

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

A condition of approval is recommended to ensure ongoing compliance with this standard.

Zone Development Standards for Buildings or Works

There are no applicable standards in the zone because the SAP provisions are either in substitution for the zone development standards or the standards do not deal with a matter that could affect, or could be affected by the proposal, as discussed in the Community Purpose zone appendices.

Codes

The following codes of the Scheme apply to this proposal:

C2.0 Parking and Sustainable Transport Code

Council's Development Engineer and Council's Transport Engineer have assessed the proposal against the applicable standards of this code. For further comments, please refer to the Referrals section later in this report.

C3.0 Road and Railway Assets Code

Council's Development Engineer and Council's Transport Engineer have assessed the proposal against the applicable standards of this code. For further comments, please refer to the Engineering Assessment under the Referrals section later in this report.

12.0 Flood-Prone Areas Hazard Code

Council's Hydraulic Engineer has assessed the proposal against the applicable standards of this code. For further comments, please refer to the Referrals section later in this report.

C14.0 Potentially Contaminated Land Code

This code applies to development on land that:

C14.2.1 (d) has been identified as having been used, or may have been used, for a potentially contaminating activity, or as land onto which it is likely that contamination from a potentially contaminating activity has migrated:

- (i) in a report lodged with the application; or
- (ii) in a report prepared by a site contamination practitioner in response to a request under section 54 of the Act.

C14.2.2 The planning authority may only make a request under clause C14.2.1(d)(ii) where it reasonably believes, based on information in its possession that the land has been used, or may have been used, for one of the potentially contaminating activities listed in Table C14.2, or as land onto which it is likely that contamination from a potentially contaminating activity has migrated.

The application submission included an Environmental Site Assessment (ESA) in support of the application and a request under S54 of LUPAA was made in regard to that submission. In addition, as part of the planning application assessment for PLN-19-001, the showgrounds site was identified as being potentially contaminated with sources unknown and further investigation was recommended. For those reasons, the code is applicable to the assessment of this application.

C14.6.1 Excavation works, excluding land subject to the Macquarie Point Development Corporation Act 2012 P1

The proposal is unable to comply with the acceptable solution and relies on the performance criteria, which requires excavation not to have an adverse impact on human health or the environment, having regard to:

- (a) an environmental site assessment that demonstrates there is no evidence the land is contaminated;

- (b) an environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or
- (c) an environmental site assessment, including a plan to manage contamination and associated risk to human health and the environment, that includes:
 - (i) any specific remediation and protection measures required to be implemented before excavation commences; and
 - (ii) a statement that the excavation does not adversely impact on human health or the environment.

Council's Senior Environmental Health Officer has reviewed the ESA and is satisfied that the proposal meets C14.6.1 P1 (b). Further comments can be found in the Environmental Health assessment comments in the Referrals section of this report.

The proposal is taken to satisfy the performance criteria and complies with the standard.

Glenorchy Local Provisions Schedule (GLPS)

Specific Area Plans

The following specific area plans of the Scheme apply to this proposal:

GLE-S6.0 Hobart Showground Specific Area Plan

GLE-S6.1 Plan Purpose

GLE-S6.1.1 To enhance the functionality and design of the Hobart Showground as a major event facility and give effect to the Hobart Showground Master Plan.

GLE-S6.3 Local Area Objectives

GLE-S6.3.1 The local area objectives for the Hobart Showground are to:

- (a) recognise the site's current role as a major event facility for the Hobart Show and for other community events that serve the City of Glenorchy;
- (b) encourage the flexible use of the site by allowing additional use and development provided it does not compromise the operation of the Hobart Show or other community events, while protecting residential amenity in the local area;
- (c) create opportunity for additional development and site enhancement to support the Hobart Show event provided it does not compromise or distort the operation of Glenorchy's activity centres; and
- (d) encourage wider community use of the site through the provision of pedestrian and cycle links.

GLE-S6.6 Use Standards

GLE-S6.6.1 Discretionary uses P2

The objective of this standard is to ensure that discretionary uses:

- (a) provide for the intended mix of activities on the site;
- (b) do not compromise the operation of the Hobart Show or opportunities for other community events;
- (c) do not cause an unreasonable loss of residential amenity to residential zones; and
- (d) do not significantly impact on the existing retail hierarchy of Glenorchy.

There is no acceptable solution, and the proposal relies on the performance criteria, which requires the use to not have an unreasonable impact on the amenity or operation of other uses on the site, or the amenity of adjacent residential zones, having regard to:

- (a) the appearance of the buildings and any outdoor areas;
- (b) the emissions of noise, smoke, odour, dust or illumination
- (c) traffic generation and parking location; and
- (d) the local area objectives at Clause GLE-S6.3.1.

The discretionary uses proposed are Visitor Accommodation, Food Services and Hotel Industry.

The Visitor Accommodation is proposed in the form of the motorhome park and the hostel. The proposed motorhome park is to be in the north-eastern part of the site, adjacent to the Brooker Highway and is reasonably separated from the nearby residential uses by approximately 77m. The motorhome park is to be set amongst landscaped surroundings and environmental emissions such as noise, smoke, odour, dust, or illumination are expected to be minimal, and if they occur can be addressed by site management. The proposed motorhome park is not expected to affect other uses on the site because it is to be separated from them by the acoustic berm. In addition, the applicant has confirmed that the motorhome park will not be open to the public during the Hobart Show Event.

The hostel is proposed to be within the eastern wing of the pavilion on the first floor. This is reasonably separated from the nearby residential zones and like the motorhome park, any environmental emissions are to be addressed through site management. The applicant has confirmed that for the duration of the Hobart Show, the hostel will be used exclusively by those participating in the Show such as farmers displaying their animals and the like.

The proposed Food Services are to operate both independently and in support of the Show event, as well as other events/activities on the site. The Food Services uses are to be accommodated within the proposed pavilion and are not stand-alone buildings. These uses are predominately sited within the eastern wing of pavilion and are not in close proximity to the nearby residential uses. The proposed Food Services facilitate the flexible use of the site to complement the Show and other events. For those reasons these uses are not taken to compromise or distort the operation of Glenorchy's activity centres, where such uses are mainly located.

Hotel Industry (Show bar and lounge) is to be used as a function centre as well the potential to serve public patrons outside of its use as a function centre. The outdoor areas have hours of operation to mitigate the impact on any nearby sensitive uses, and these hours are generally 7am -10pm during normal operation. The Show Bar is designed to support and enhance the Show Event and compliment other uses on site.

Traffic generation of these uses has been examined by Council's Transport Engineer and were found to be functional, safe, and reasonable in number for the intended use of the site.

The discretionary uses are taken to further the Local Area Objectives by contributing to the sustainability of the Hobart show event and encouraging a flexible reuse of the site with minimal offsite impacts. The integration of these uses into the operations of RAST are not taken to compromise or distort the Glenorchy activity centres. The site provides a high-quality public realm that will be open to the public during operating hours. Extensive footpaths and recreation areas, along with bicycle parking is proposed.

The proposal satisfies this standard through the performance criteria.

GLE-S6.6.1 Discretionary uses P4

There is no acceptable solution for this standard. However, the performance criteria relate to Manufacturing and Processing activities which are not proposed. Accordingly, this standard is not applicable to the assessment of this application.

GLE-S6.7 Development Standards for Buildings and Works

GLE-S6.7.1 Building height and siting P1

The proposal is unable to comply with the acceptable solution and relies on the alternative test of the standard, performance criteria P1. The performance criteria require buildings to be consistent with the following:

- (a) building height and siting must protect the operation of the Hobart Show Event and must have regard to:

- (i) the spatial needs of the Hobart Show event as indicated in Table GLE-S6.9.1 Area required for operation of the Hobart Show Event, Figure GLE-S6.2 Hobart Showground Master Plan and Figure GLE-S6.3 Hobart Showground Urban Design Plan;
 - (ii) vehicular and pedestrian movement across the site;
 - (iii) parking needs;
 - (iv) site access; and
 - (v) emergency public safety requirements;
- (b) the building's siting must protect the amenity of adjacent residential zones and must have regard to:
- (i) the height and setback of the building to the boundaries to prevent unreasonable impacts on the amenity, solar access and privacy of habitable room windows and the private open space of adjoining dwellings;
 - (ii) the level and effectiveness of physical screening by fences and/or vegetation;
 - (iii) the location and impacts of traffic circulation and parking and the need to locate parking away from residential boundaries; and
 - (iv) landscaping to integrate development with the local area; and
- (c) building siting must not prevent pedestrian and cycle access across the site.

The assessment of the proposal against this performance criteria is as follows:

P1(a) – With regard to the operation of Hobart show event, the event has evolved over time to meet the changing needs of the agricultural sector and the expectations of patrons. Attention has been given to the design and layout of the proposal to ensure the long-term sustainability of the Showground as a major event facility. It is important to note that Table GLE-S6.9.1 Area required for operation of the Hobart Show Event, Figure GLE-S6.2 Hobart Showground Master Plan and Figure GLE-S6.3 Hobart Showground Urban Design Plan of the SAP represents the existing buildings and open spaces, which have been found to be of a bygone era and do not effectively serve the social, economic and environmental needs of the showgrounds as a major event facility. The rationalisation of the showgrounds as proposed causes it to not fit neatly within the Hobart Showground Master Plan or the Hobart Showground Urban Design Plan of the SAP. Table 5 lists the requirements of the SAP.

Element	Area (sqm)
Total building area required for the Show	20,529
Total open area required for the Show	15,700
Total area within Buildings 1-4 shown in Figure F7.1 Hobart Showground Master Plan	26,900
Total open area (open space and piazzas) allocated for the Show use shown in Figure F7.1 Hobart Showground Master Plan and Figure F7.2 Hobart Showground Urban Design Plan	16,980

Table 5. The Area required for operation of the Hobart Show Event

The proposed consolidation of the 'buildings' into the proposed pavilion design results in a building area of approximately 13,900m², and open areas including the proposed animal exhibition spaces, judging lawns and woodchopping amphitheatre are to be set amongst landscaped surrounds with legible connections to the pavilion.

A standard network of internal roads and pedestrian paths through the site and around the pavilion are proposed. The proposed building height is not likely to affect vehicle and pedestrian circulation, and siting of the pavilion is designed to facilitate safe and efficient vehicular or pedestrian movement across the site. Council's Transport Engineer has assessed the proposed parking provision and found it to be sufficient, and the siting of the parking is conveniently located to meet the parking demand of the uses on the site. No new access is proposed to the site, and the proposed pavilion has been sited such that it can be conveniently accessed via the proposed internal access and pedestrian links. The building is designed and situated in accordance with the Australian Standards in relation to emergency and safety.

P1(b) – The proposed pavilion is to be 12.4m in height and the associated broadcast tower is to be 36m in height. The pavilion is designed for the purpose of an exhibition space and the view fields are largely internally focused within the site across features such as the central lawn and arena spaces. As a result, opportunities for overlooking adjoining properties are avoided. The nearest point of the pavilion is separated from the adjoining residential zone by 48.5m. This separation distance aids in the protection of amenity enjoyed by the occupants of adjacent residential zone by maintaining solar access and privacy to habitable room windows and the private open space of adjoining dwellings. Shadow diagrams were provided in support of the application and demonstrate no unreasonable loss of amenity through overshadowing.

A 2.8m high acoustic fence is to border the boundary to the residential zone and landscape grounds soften the appearance of the proposed pavilion and associated services, such as the access and parking arrangement. The private access road and parking spaces have been deliberately located away from the residential boundaries in an effort to protect the amenity

P1(c) – The pavilion is to be in the central area of the site, surrounded by a standard network of internal vehicle roadways and pedestrian links. The siting of the proposed building is designed to enhance pedestrian experience and cycle access across the site.

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

GLE-S6.7.2 Building facade design P1.2

The objective of the standard states that buildings are:

- (a) designed to signify the use of the showgrounds to the Brooker Highway and the intercity cycleway or to provide a level of articulation to enhance the amenity of adjacent residential areas;
- (b) designed to contribute positively to the streetscape, particularly the Brooker Highway; and
- (c) designed and sited to minimise opportunities for crime and anti-social behaviour.

The proposal is unable to meet the acceptable solution and relies on the performance criteria P1.1 and P1.2 to comply with the objective of the standard.

Performance criteria P1.1 relates to buildings that meet the envelopes defined in Figure GLE-S6.2 Hobart Showground Master Plan. The proposal does not propose buildings that meet the envelopes defined in Figure GLE-S6.2 Hobart Showground Master Plan, which makes P1.2 applicable to the assessment.

P1.2 Buildings that do not meet the envelopes defined in GLE-S6.2 Hobart Showground Master Plan, must have facades designed with regard to the following:

- (a) have a legible connection with the use of the site as an agricultural show;
- (b) are articulated to avoid large expanses of blank walls and reduce the perceived height and bulk of the buildings; and
- (c) use colours and materials to present a positive design outcome to the streetscape.

The visual form of the pavilion is reminiscent of a contemporary utilitarian agricultural building, specifically designed for the agricultural show event and other similar events to support the agricultural sector. The proposal is designed for flexible use and can accommodate other uses, such as sporting events on the show arena, when required.

The building with facades predominately facing the central lawn or arena include large areas of translucent and partially translucent materials intended to promote active visual engagement between the indoor and outdoor environment. Large expanses of blank walls are avoided in the design of the pavilion. The perceived height and bulk of the pavilion is lessened by the mixed use of material finishes, open promenades, and surrounding landscaping treatments.

The proposed pavilion is to be reasonably separated from adjoining residential uses and is to be 12.3m in height, excluding the broadcast tower. The pavilion is assessed as not being out of character with other similar utilitarian type buildings in the area, notably the Bunnings and Spotlight complexes to the south. The Bunnings building has a maximum built height of 10.3m and the Spotlight complex has a maximum built height of 15.7m. The broadcast tower is the highest element of the proposal at a height of 36m. However, the broadcast tower is to be 5.45m in width and does not dominate the overall design of the pavilion as a result. It is noted that the broadcast tower is a similar height to light towers on sports fields and mobile phone towers. While much of the pavilion will not be visible from the Brooker Highway and other public spaces, the broadcast tower can be seen and would signify the use of the showgrounds, in accordance with the objective of this standard.

The proposal is expected to be seen from Knoll Street and is to positively contribute to that streetscape (Fig. 5).

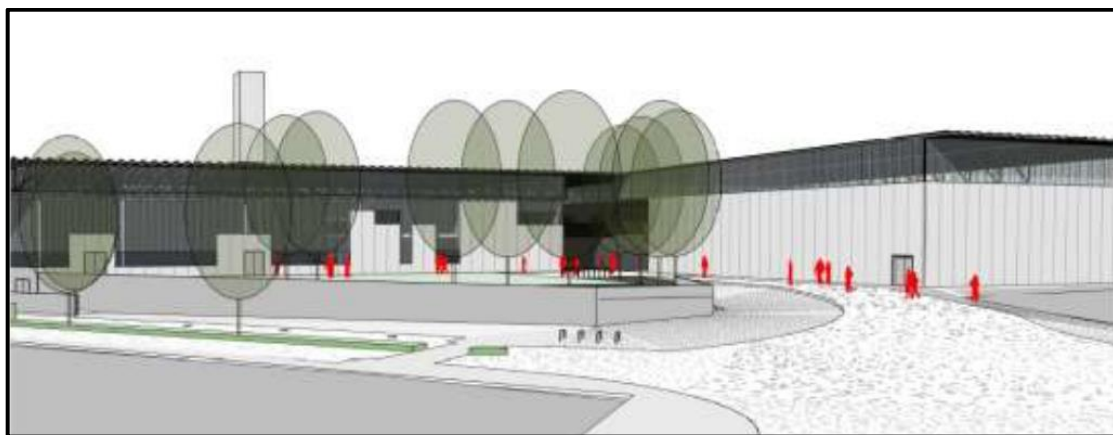


Figure 5. A view of the pavilion from Knoll Street (sourced by IreneInc and Partner Hill).

The Knoll Street streetscape is a mix of single storey weatherboard or brick dwelling typologies with established frontage gardens and industrial/commercial buildings with various frontage setbacks. The road proper is approximately 8.5m in width and is bordered by parallel parking on both sides and no street trees. The Knoll Street access, as a secondary access is to link to the landscape boulevard style private access road within the site. The facade of the proposed pavilion that is to face the Knoll Street access is to consist of large areas of translucent cladding and clear glazing materials in neutral colour palette. The proposal is assessed as being in harmony with the established streetscape character of Knoll Street and positively contributes to it.

The proposal is taken to satisfy the performance criteria and complies with the standard.

GLE-S6.7.2 Building facade design P2

The proposal is unable to comply with the acceptable solution and relies on the performance criteria, which requires buildings to be designed to minimise opportunities for crime and anti-social behaviour and must satisfy the following:

- (a) be designed and sited to provide natural surveillance of pedestrian routes and car parks;
- (b) avoid concealment and entrapment spots; and
- (c) building access and egress points must be visible from the public domain.

The three wings of the proposed pavilion provide opportunity from views across the site, particularly public spaces such as parking areas, pedestrian routes and landscaped gardens. This, together with the use of translucent cladding and clear glazing materials provide natural surveillance opportunities. The south-easter facade of the pavilion sees the lesser use of translucent cladding and clear glazing materials, but fronts the VIP parking area, loading docks and is in the view line of the large animal judging lawns and gardens, providing reasonable opportunity for passive surveillance.

Concealment and entrapment spots are avoided in the straight lines of the pavilion design, with no alcoves provided. The pavilion is designed with multiple pedestrian access points along all facades. These access points are clearly visible from the open space such as the central lawn and pedestrian paths.

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

GLE-S6.7.3 Internal access P1

The objective of this standard is to provide safe and efficient internal access roads and pedestrian links within the site.

The proposal is unable to comply with the acceptable solution and relies on the performance criteria, which requires the layout of accesses to have regard to:

- (a) pedestrian safety and amenity;
- (b) traffic safety;
- (c) residential amenity on adjacent land
- (d) the impact on the streetscape; and
- (e) compatibility with Figure GLE-S6.3 Hobart Showground Urban Design Plan.

A Traffic Impact Assessment (TIA) was provided in support of the application. The TIA describes the proposal as having a 'central spine' internal road layout connecting the Howard Road, Knoll Street and Elwick Road access; and describes the eastern 'service road' configured to provide vehicular access to the relocated Motorhome Park, east of the Pavilion.

The TIA notes that the internal road network is proposed to be a low-speed environment, with permanent Local Area Traffic Management (LATM) treatments and temporary event traffic management, as required. These measures consider high pedestrian activity in and around the Pavilion area, and therefore injury-sustaining crashes are expected to be low. The LATM treatments are proposed to be applied throughout the site in order to maintain a safe environment for all road users and to deter 'rat-running' behaviour for through traffic. These treatments would be in the form of signage, low profile speed humps, threshold type treatments and tactile surface treatments as appropriate to manage vehicle speeds and limit 'rat-running' volumes. The use of the LATM treatments coupled with the low-speed environment have the potential to reduce adverse amenity impacts to the adjacent residential land.

The TIA describes how the 'central spine' road travels around the main Pavilion area, not through, which provides a safe area for pedestrian movements across the different uses on the site. Footpaths are proposed along all internal roads, apart from the loading dock access road. The TIA explains that the layout is proposed to provide direct access between accessible parking spaces and the Pavilion building entrances, and the proposed on-site parking and proposed accesses are not considered to have an adverse impact on the streetscape. Council's Transport Engineer has reviewed the TIA and concurs with its findings regarding this clause.

With regard to the compatibility of the internal road layout with Figure GLE-S6.3 Hobart Showground Urban Design Plan, the proposed internal road network contains the fundamental elements of that specified in the Hobart Showground Urban Design Plan, with some modification to enhance the safe and efficient use of the site.

The proposal is taken to satisfy the performance criteria and complies with the standard.

INTERNAL REFERRALS

Transport Engineer

Introduction

The development proposes to remove all existing buildings within the site and construct a new pavilion to the south of the site, with an arena and motorhome park to the north.

The assessment below is based on the Traffic Impact Assessment (TIA) undertaken by GHD dated 6 April 2022 and Planning Report by Iren Inc dated 8 March 2022, to access

codes C2.5.1 (parking impacts), C3.5.1 (traffic impacts) and the relevant sections of the specific area plan.

Proposed Development

The Pavilion will accommodate a mix of uses including pavilion/exhibition spaces, administration areas, community spaces, food tenancies and a small-scale hostel. There will be an overall reduction in floor area of the site from existing 15,721m² to proposed 10,127m². The arena is not considered to generate traffic or parking outside of event scenarios.

The TIA has assessed the site and events under three scenarios being:

- No Event with normal operations of the Pavilion
- Small to Medium Events of up to 999 people (minor events) and some use of the Pavilion
- Large Events over 999 people with Pavilion used for the event (major event)

The motorhome will consist of 92 spaces and is included in the parking and traffic assessment of the three scenarios above. The current site has 316 caravan site and 27 tent sites.

Internal Road Layout

The site has four access points being onto Howard Road, Elwick Road service road and Knoll Street. The Howard Road access is the main access to the site and will continue to be. There is a secondary access onto Howard Road via the new Spotlight/Anaconda development for service vehicles.

The Knoll Street access is currently gated for vehicles and pedestrians and is occasionally opened to provide access to the overflow car parking area. The gates on the Knoll Street access will be removed to allow access to the site for vehicles and pedestrians, excluding heavy vehicles.

The main spine road for the development will run between Howard Road and Elwick Road service road. Elwick Road service road connects onto Elwick Road about 100m from the junction with Brooker Highway and is left out only.

The internal road proposes to have wide footpaths on both sides of the road, being 2.8m on the residential side and 4.5m to 4.8m on the Pavilion building side.

A slow speed environment will be implemented along the main spine road through permanent Local Area Traffic Management (LATM) treatments. The TIA suggests that

these treatments be in the following form and it is proposed these will form a condition on the permit:

- Signage including warning and speed limit signs
- Low profile speed humps and/or road cushions at regular intervals along the main road
- Threshold type treatment at intersections including the motorhome park loop
- Tactile surface treatment

The TIA recommends that to prevent heavy vehicles from using Knoll Street this should be signed as such with threshold treatment. It is proposed this will form part of a condition on the permit.

Access via Howard Road and Elwick Road service road would be promoted through information for motorhomes, directional signage, road design clearly indicating priority to the main spine road, designing the access to Knoll Street to suit light vehicles only and Howard Road access to be designed as the major access point.

There will be a loading bay located on the Spotlight/Anaconda side of the Pavilion. Access to the loading dock will be via the Howard Road main entrance and exit via the Spotlight/Anaconda site onto Howard Road in a forward direction.

Parking Supply

The development proposed 266 car parking spaces, mainly on the internal main spine road of which seven are accessible spaces and 15 are for longer vehicles such as horse floats. There will be 37 motorcycle spaces and 187 bicycle spaces provided. The site currently has 200 parking spaces of which 26 are formal line marked spaces and 174 are informal spaces.

The parking requirements for the current site under the planning scheme is 908 spaces. The parking requirement for the proposed site under the planning scheme is 701 spaces mainly due to the reduced floor area.

Under C2.5.1 Car Parking Numbers, the acceptable solution is met if the number of on-site car parking spaces (N) equals or is less than, the number of existing on-site spaces (A) plus the number of on-site spaces required for the development (C) minus existing required (B). The numbers are below:

$$N = A + (C-B) = 200 + (701 - 908) = 200 - 207 = \text{minus 7 spaces}$$

The motorhome park requires 1 space per site, in which 92 parking spaces have been provided for the 92 sites.

The TIA concludes that no additional parking spaces are required by the planning scheme and that Acceptable Solution C2.5.1 A1 is met.

However, C2.5.1 Car Parking Numbers is relevant if it relates to an intensification of an existing use or development or a change of use. The use of the site for events

particularly major events, will generate additional demand for parking. Parking for these events is discussed below and in the Event Management Measures section.

If Event Management Measures are put in place such as closing road that removes access to on-site parking spaces, then compliance with Acceptable Solution C2.5.1 A1 may not be achieved. Assessment against Performance Criteria C2.5.1 P1 and GLE-S6.6.1 P2 is required.

Even though the acceptable solution is met if all on-site spaces are available, an assessment of parking was undertaken in the TIA in accordance with RMS Guide (Roads and Maritime Services) Road Traffic Authority NSW Guide to Traffic Generation Development – RTA. The number of car parking spaces uses the classification in the RTA Guide in which most of the Pavilion classified as a Business Park as it will operated as an integrated complex.

The parking spaces required based on the RTA guide is 242 spaces and 92 motorhome spaces for a typical day. The development proposed 266 car parking spaces and 92 motorhome spaces.

Under an event scenario, the parking has been estimated in the TIA using first principals with the assumption outlined in the traffic generation section:

- Small to medium event up to 999 people – 233 parking spaces required
- Large event up to 5,000 people – 750 parking spaces required

In addition to the small to medium event scenario, other spaces may be active including hospitality, food tenancy, hotel and motorhome park. There would be some overlap with the event and these activities, so a 50% reduction in parking is assumed. This means an additional 62 car parking spaces are required.

The total parking required for a small to medium event is 295 spaces, thus a shortfall of 29 spaces on site for a small to medium event. At the Spotlight/Anaconda car park there are 42 spaces that have been set aside for the show grounds. Thus, the proposed developed provides sufficient on-site parking for a typical daily use of the site and for small to medium events.

With large events there are 750 spaces required in which there are 266 parking spaces on site, leaving an overflow of parking of 484 spaces. For large events there is overflow parking of 421 spaces available within:

- Spotlight/Anaconda car park - 42 spaces
- Crown land car park lease (sealed area) – 154 spaces
- Crown land car park lease (unsealed area) – 225 spaces

For large events there is an estimated shortfall of parking of 63 spaces. There may be some overspill of parking onto residential streets for large events which is noted in the

TIA as being infrequent and an improvement on the current situation given the proposed development provides an addition 66 car parking spaces.

At large events bus services could be used, and the intercity cycleway might be better used due to the provision of cycling parking on site and good pedestrian and cycling connection within the site that connects to the cycleway. These measures would reduce parking demand. There is good public transport around the site with bus stops on Main Road, Elwick Road and Brooker Highway.

Existing Road Network

The site is surrounded by the following roads with their roads classifications and current traffic volumes shown below:

- Brooker Highway – Main Arterial Road – 47,000 vehicles per day
- Main Road – Local Arterial Road – 18,900 vehicles per day
- Elwick Road – Local Arterial Road – 21,700 vehicles per day
- Howard Road – Local Collector Road – 6,500 vehicles per day
- Lampton Avenue – Local Collector Road – 6,700 vehicles per day
- Elwick Road Service Road – Local Road – not provided
- Knoll Street – Local Road – 300 to 500 vehicles per day

Turning movement surveys in the AM and PM peaks were undertaken at the junction of Elwick Road and Knoll Street in February 2022 and reported in the TIA as follows. The traffic volume in Elwick Road in the morning peaks was 1,381 vehicles per hour and in the afternoon was 1,753 vehicles per hour. The data for Knoll Street is summarised below where eastbound is towards to showground access and westbound is towards Elwick Road.

	Vehicles Per Hour		
	Eastbound	Westbound	Total
Weekday AM Peak	22 (incl. 1 truck)	11 (incl. 1 truck)	33
Weekday PM Peak	22 (incl. 2 truck)	25 (incl. 1 truck)	47
Saturday Midday Peak	22 (no trucks)	23 (no trucks)	45

Table 1 – Knoll Street Peak Traffic Data

The crash data for the last 5 years surrounding the site was assessed in the TIA, noting the intersections of Brooker Highway with Elwick Road and Howard Road was changed to traffic lights in early 2017. The crash data assessment found that the crashes were predominantly property damage rear-end/lane change type crashes and cross type

crashes at the smaller intersections. On the Brooker Highway the number of crashes is primarily a result of the high traffic volumes.

In Knoll Street there have been four property damage crashes in the last five years due to manoeuvring of vehicles in the street and one at the intersection. In Elwick Road service road, there have been no crashes reported to the Police in the last 5 years.

The TIA concluded that the nature and severity of the crashes generally does not indicate any specific roads safety trends that might be exacerbated by the proposed development.

Sight distances at the showground accesses was assessed in the TIA and meets the requirement of the Australian Standards being minimum of 45m. The sight lines at the junction of Knoll Street and Elwick Road were assessed in the TIA being at least 180m on both directions above that required of 90m.

Traffic Generation

The traffic generated by the existing site during normal operations (no events) was assessed in accordance with the RTA guide using their classification for uses. The current traffic generated from the site is estimated to be 173 trips in peak hour and 1,576 daily trips for normal operations.

The existing site allows for regular small events and less frequent large events. The TIA notes that there is no change in the level of traffic under events scenarios from the existing situation to proposed development, except where traffic associated with the Pavilion use coincides with small to medium events which has a minimal impact.

The traffic generated by the proposed site during normal operations (no events) was assessed in accordance with the RTA guide using their classification for uses with most of the Pavilion classified as a Business Park as it will operate as an integrated complex.

The proposed traffic generated from the developed is expected to be 120 trips in peak hour and 1,259 daily trips for normal operations. This is less than the existing site due

to reduction in floor area from 15,721m² to 10,127m² and reduction in motorhomes from 316 to 92.

Under an event scenario the traffic has been estimated using first principals:

- Small to medium event up to 999 people

Maximum of 335 vehicles per hour and 1,000 vehicles for the whole event (in and out)

- Large event up to 5,000 people

Maximum of 694 vehicles per hour and 3,750 vehicles for the whole event (in and out)

For small to medium events the following assumptions were made:

- Event duration 4 hours with attendance staying for 2 hours
- Total attendance 1,500 people with up to 999 people on site at one time
- 70% of people would travel by car with an occupancy rate of 3 people per car
- 5% of people would travel via taxi

Other spaces may be active during a small to medium event, including hospitality, food tenancy, hotel and motorhome park. There would be some overlap with the event and these activities so a 50% reduction in traffic is assumed, meaning an additional 50 vehicles per hour and 565 vehicles per day. The total traffic for a small to medium event is a maximum of 384 vehicles per hour and 1,565 vehicles per day.

For large events, the following assumptions were made:

- Event duration 8 hours with attendance staying for 3 hours
- Total attendance 7,500 people with up to 5,000 people on site at one time
- 45% of people would travel by car with an occupancy rate of 3 people per car
- 5% of people would travel via taxi

At large events the crown land parking would be used. The traffic generation at the show ground site for large events would be limited to the parking supply on site.

The TIA notes that the proposed development would not increase the level of traffic generated by an event onto the surrounding road network as the number of people that can be accommodated on site has not changed from the existing situation.

Traffic Trip Distribution

The distribution of trips to the vehicle access points on Howard Road, Elwick Road service road and Knoll Street was assessed in the TIA and based on the State Growth 2019 Greater Hobart Household Travel Survey and the assumption that there would be a higher proportion of trips from outside the Glenorchy area.

The TIA notes that Howard Road and Elwick Road accesses are generally more convenient for traffic travelling to and from the Brooker Highway, noting the no left

turn out of Elwick Road service roads. The Knoll Street access would be primarily used for a proportion of west or local trips within Glenorchy.

The proposed distribution of development traffic is estimated in the TIA as shown in tables below.

	Vehicles Per Day	AM Peak Hour	PM Peak Hour
Howard Road	725	65	76
Elwick Road service road	277	35	18
Knoll Street (no heavy vehicles)	259	23	28
TOTAL	1,261	123	122

Table 2 – Typical Operations of traffic form proposed development

	Vehicles Per Day	Peak Hour
Howard Road	901	221
Elwick Road service road	344	85
Knoll Street (no heavy vehicles)	321	79
TOTAL	1,566	385

Table 3 – Small to Medium Events of traffic form proposed development

	Vehicles Per Day	Peak Hour
Howard Road	719	133
Elwick Road service road	276	51
Knoll Street (no heavy vehicles)	256	48
TOTAL	1,251	232

Table 3 – Large Events of traffic form proposed development

For large events, the traffic numbers to the site are less than a small to minor event, as parking is occurring off-site, and people stay for longer.

The TIA found that vehicle traffic at the Howard Road access and Elwick Road service road accesses is not anticipated to increase by more than 20% of the daily existing traffic. This is a logical conclusion as the overall traffic to the site has decreased and with the Knoll Street access being used, the traffic at the Howard Road and Elwick Road access is not anticipated to increase by more than 20%.

This means that the acceptable solution is met for C3.5.1 Traffic Generation at Vehicle Crossings, Level Crossings and New Junctions at the Howard Road and Elwick Road service road junctions.

At the Knoll Street access this will increase by more than 20% as its not currently used except for overflow parking, so the performance criteria are addressed in the TIA for C3.5.1 P1 as detailed below.

The access with Howard Road and Elwick Road were also assessed.

The intersections were analysed in the TIA to assess the potential impact of the vehicle trips generated by the Pavilion development based on the access distribution for the

morning and evening peak periods. It is noted in the TIA that since proposed large event conditions are considered no different to current event conditions (with respect to attendance and trip generation) only the typical daily activity of the new Pavilion development and the superimposition of small events with the Pavilion uses have been assessed.

Knoll Street

The Knoll Street access is expected to accommodate 259 vehicle movements per day under normal operations from the proposed development with heavy vehicles prohibited. Advice from the TIA is that the Knoll Street access currently has 300 to 500 vehicles per day.

The TIA undertook SIDRA modelling of the Knoll Street and Elwick Road junction that shows under the proposed increase in traffic, the intersection operates at acceptable levels of service in the AM and PM peak hours with minimal queuing occurring. The TIA states that the proposed traffic does not unreasonably impact on the efficiency of Knoll Street with only minor increases in delays for some movements.

The TIA acknowledges that the performance of the junction worsens under the 20-year forecast conditions, however the proposed development does not significantly worsen the situation. Delays are primarily due to traffic volumes on Elwick Road.

It is also noted in the TIA that the assessment is conservative as it assumes that the peak period of the site would coincide with peak volumes along Elwick Road. In practice, the TIA says this is unlikely to occur particularly for event scenarios.

The TIA notes that the crash history does not suggest any specific road safety deficiencies that might be exacerbated by the additional traffic using Knoll Street and the total traffic volume would remain within the environmental capacity of the street that relates to amenity of the street being 2,000 vehicles per day.

Howard Road and Elwick Road

Even though the acceptable solution is met for the Howard Road and Elwick Road service road accesses, the TIA undertook SIDRA traffic modelling.

The traffic modelling showed that the Howard Road access has sufficient capacity now and into the future. The additional traffic onto the Howard Road / Lampton Avenue / Main Road was estimated in the TIA to be an additional 15 vehicles per hour during peak times compared to the existing situation. This represents less than a 2% change in traffic volume and is considered in the TIA to have negligible impact on queuing and performance.

The TIA estimates that there would be an additional 50 to 60 vehicles per hour that would use the Howard Road and Brooker highway intersection during peak times. This

represents one additional vehicle in each direction per cycle and would likely have very low impact on the operation of the intersection.

The traffic modelling showed that the Elwick Road and service road junction is considered to have sufficient capacity now and into the future. It is noted in the TIA that the traffic signals provide adequate gaps in the traffic for vehicles to cross and enter the southbound traffic lane on Elwick Road.

The increase in traffic at the Elwick Road and Brooker Highway intersection is estimated in the TIA to be up to an additional 35 vehicles per hour in the AM peak and 19 vehicles per hour in the PM peak. The additional traffic is effectively negligible in comparison to the traffic volumes at this intersection with no significant impacts to the operation of the intersection.

Event Management Measures

The proposed pavilion will enhance the facilities available for events. However, the TIA states that the attendance and frequency of events is unlikely to change solely because of this development but may change the way events are managed.

For events, the TIA suggests that some of the following traffic management measure might be implemented on a case-by-case basis to best suit the event being held and assist in reducing parking and traffic to the site:

- Bus, taxi and pickup / drop off zones by removal of some parking spaces
- Closure of the Pavilion laneway
- Full or partial closure of the site access points
- Event advertising to include parking and traffic arrangements
- Overflow parking used
- Traffic marshals on-site

The TIA says that the pros and cons of each measure would be assessed on a case-by-case bases, for example the loss of three car parking spaces for a bus zone, as it is not possible to detail every combination of events. The TIA also states that the event management measures are not expected to cause additional overflow parking but better manage the use of the site for events.

Very large events such as the Hobart Show, the TIA states that it is unlikely that this development would significantly change the current arrangements.

It is viewed that the closure of the Pavilion laneway or the full or partial closure of the site access points would impact on parking which would be unable to be used. This

means that the Acceptable Solution for C2.5.1 would not be met for events if on-site parking is not available. The TIA stated that the acceptable solution is met.

To address this the Specific Area Plan clause GLE-S6.6.1 P2c will be used as discussed below.

The event management measure would decrease traffic to the site.

Specific Area Plan

GLE-S6.6.1 P2 (C) - Discretionary Use

“the use must not have an unreasonable impact on the amenity or operation of other uses on the site or the amenity of adjacent residential zones having regard to:

C traffic generation and parking location

The discretionary uses proposed are Visitor Accommodation, Food Services and Hotel Industry. These uses will be affected if parking is reduced or removed within the site due to events.

The TIA concludes that the generation of traffic and parking for the proposed development is not expected to have an unreasonable impact on the amenity of adjacent residential zones.

However, as noted previously if Event Management Measures are put in place that reduce parking on site, then there could be impacts on the amenity of adjacent residential zones if measures to mitigate the loss of parking are not implemented.

If a medium event is held and the Pavilion laneway is closed, the loss of parking would need to be mitigated through a range of options such as bus services to site or using the Crown land overflow parking. It is noted in the parking assessment that parking for small to medium events should be able to be accommodated within the site and the parking provided Spotlight/Anaconda car park.

If a large event is held and the main spine road is closed, the loss of parking would need to be mitigated through a range of options such as bus services to site and encouraging the use of public transport, cycling or walking. It is noted in the parking assessment that parking for large events has a shortfall of 63 spaces even when all overflow car parks are in use.

To enable Event Management Measures to be undertaken but for parking not to impact on adjacent residential zones, a condition is proposed to be placed on the permit if the parking on-site is removed due to the Pavilion laneway or main spine

road being closed or partial closed but implementing other Event Management Measures.

The loss of parking for bus (3 parking spaces), taxi and pickup / drop off zones is not considered an issue as one car parking space accommodates 3 people which would be easily filled.

GLE-S6.7.3 P1 – Internal Access

“P1 the layout of accesses must have regard to:

- a) Pedestrian safety and amenity*
- b) Traffic safety*
- c) Residential amenity on adjacent land*
- d) The impact on the streetscape; and*
- e) Compatibility with Figure GLE-S6.3 Hobart Showground Urban Design*

The internal road layout has been designed in accordance with the Australian Standards with footpaths on both sides of the road and will have a slow speed limit due to LATM devices proposed on the main spine road. A road connection to Knoll Street is proposed with no access for heavy vehicles.

The TIA concludes that the development will not significantly impact on traffic safety or residential amenity in the surrounding area and the proposal is consistent with the performance criteria.

Conclusion

Based on the TIA, the proposed development is not expected to have any significant detrimental impacts on the surrounding road network in terms of traffic efficiency, parking, or road safety subject to the imposition of appropriate conditions.

Hydraulics Engineer

The site has an area of approximately 13 ha. The proposal is for a revitalisation of the Royal Agricultural Society of Tasmania (RAST) Hobart showgrounds which includes the consolidation of the grounds and the creation of a central pavilion to accommodate the needs and uses of the society.

The redevelopment of the Hobart showground will involve a show arena and a pavilion building as two main components. The two-storey building will accommodate a mix of

uses including pavilion/exhibition spaces, administration areas and community spaces, food tenancies, and a small-scale hostel.

Referenced Documents

ECM_3091931_v1_PLN-21-543 - Attachment (Stormwater Report) - 2 Howard Road Glenorchy

ECM_3091935_v1_PLN-21-543 - Plans (Civil Drawings) received 08-03-2022 - 2 Howard Road Glenorchy

Stormwater Management Policy

Stormwater Disposal Method Requirements:

All stormwater will drain to existing stormwater systems by gravity with four existing connections. Therefore, 4 (a) is met.

Stormwater Quality Management Requirements:

The stormwater system will incorporate water sensitive urban design principles for the treatment and disposal of stormwater given the size of new impervious area is greater than 500m². Therefore, 5 (b) is met

Stormwater Quantity Management Requirements:

It has not been demonstrated that the minor stormwater system has been designed to accommodate an ARI of 20 years, therefore stormwater detention has been proposed to maintain the post-development flow rate to a pre-development stage. The stormwater detention arrangement for the site is shown in Aldanmark Consulting Engineers Stormwater Design 21E99-6 Rev No: G. Two detentions are provided, 105,000 litre detention tank to service pavilion roof and surrounding hard landscaping and a 36,000 litre tank to service arena surface and surrounding area. Therefore, 6(b) is met.

Stormwater System Design Requirements:

The major stormwater system and overland flow paths have been demonstrated in Aldanmark Consulting Engineers Stormwater report based on the proposed work. Overland flow path has been considered in the design, with cut-off drains and surcharge through grated lid from detention tank. Therefore 3(b) is met.

Conclusion

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

Development Engineer

The application proposes the staged redevelopment of the showgrounds site highlighted in the below image.

To facilitate the above works, all buildings within the site (excluding the Spotlight Development) will be demolished and earthworks will occur to level the site (the Elwick Knoll will be retained). A staging plan is proposed and detailed below. The proposal involves large areas of landscaping and the areas of the site where no development is proposed will be made good.

The proposed staging drawing can be found in the Partners Hill architectural demolition and staging plan P1916 DA-013 Rev B dated 28/01/2022.

Stage 1

- (a) Temporary relocation of the motorhome park.
- (b) Building demolition.
- (c) Site demolition works – building foundations, roads and landscaping.
- (d) Site earthworks.
- (e) Construction of pavilion, arena and enabling infrastructure.

Stage 2

- (a) Building demolition – buildings and billboards
- (b) Site demolition works – building foundations, roads and landscaping.
- (c) Construction – motorhome park

C3.0 Road and Railway Assets Code

A Traffic Impact Assessment (TIA) has been submitted as part of the development application by GHD (dated April 2022) addressing the Code. This has been referred to Council's Transport Engineer for recommendations and conditions

C3.5.1 - A1.1-A1.3 are not applicable to the proposal. With regards to A1.5 the site allows for vehicles to enter and exit in a forward direction this is shown in Appendix A of GHD's TIA.

A1.4 Vehicle traffic to and from Howard Road and Elwick Road is not anticipated to increase by more than 20 per cent.

Knoll Street access – The increased traffic (vehicle movements) generated by the development is expected to exceed 40 vpd and be more than 20% of the existing Annual Average Daily Trips (AADT) of the Knoll Street Access therefore, the assessment against the Performance Criteria P1 under clause C3.5.1 is triggered.

The TIA has addressed the performance criteria for the increased traffic at the Knoll Street access. The findings and conclusion have been accepted by Council's Transport Engineer and are addressed in the Transport Engineer's assessment (above).

C2.0 Parking and Sustainable Transport Code

Please find a summary in the table below outlining the parking space requirements (bicycle and car) under C2.0 for the development.

Use		Parking space requirements		Area	Spaces Required	
		Car	Bicycle		Car	Bicycle
Community meeting and entertainment	Function centre & clubhouses	1 space per 15 m ²	1 space per 50 m ²	5,975 m ²	398.3	119.5
General retail and hire	Market (outdoor)	1 space per 30 m ²	1 space per 100 m ²	0 m ²	0	0
Visitor accommodation	Hostel (10 rooms, 50 beds)	1 space per 4 beds	NA	50 beds	12.5	-
Food services	Hospitality tenancies	15 spaces per 100 m ²	1 space per 75 m ²	1,435 m ²	215.3	19.1
Hotel industry	Show bar	1 space per 20 m ²	1 space per 100 m ²	488 m ²	24.4	4.9
Visitor Accommodation	Motorhome Park	NA	NA		-	-
Sports and Recreation (other)	Showgrounds Arena	50 spaces per facility	NA	1 facility	50	-
Total (rounding up					701	144

C2.5.1 Car Parking Numbers

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.

Section 6.1.1 of TIA addresses C2.5.1 Car Parking Numbers under A1 (d) where:

$N = A + (C - B)$ = existing car parking spaces + (required under planning scheme proposed – existing) = 200 + (701 – 908) = -7

The Pavilion development proposes a supply of 266 car parking spaces (including horse float parking), compared to the existing estimated supply of 200 car parking spaces (refer Section 2.1 of the TIA), which represents an additional 66 car parking spaces.

Therefore, the proposed development complies with the Acceptable Solution.

C2.5.2 Bicycle parking numbers

The bicycle parking requirements for the development are determined using Table C2.1 of the TPS- G, a total of 144 bicycle parks is required under Table C2.1 (see table above)

The applicant proposes to comply with the requirements by providing a total of 187 bicycle parking spaces, 164 spaces provided by way of bicycle hoop and 23 in a secure room on the ground floor of the pavilion.

C2.5.3 Motorcycle parking numbers

Clause C2.2.2 States that C2.5.3 Motorcycle parking only applies to the following uses associated with the development

- Community Meeting and Entertainment
- General Retail and Hire
- Hotel Industry and
- Food Services' land uses proposed in the Pavilion development.

The motorcycle parking requirements for the development are determined using Table C2.4 of the TPS- G, a total of 31 motorcycle parks are required under Table C2.4 (see calculation below)

A total of 638 normal car parks are required under the above uses identified in C2.2.2. Table C2.4 requires the flowing where more than 41 or more normal car spaces are required: 1 space for first 40 + 1 space for every additional 20 car parking spaces required. Therefore 30.9 spaces are required (rounded to 31)

The applicant proposes to comply with the requirements of the acceptable solution by providing a total of 37 motorcycle parking spaces as part of the development.

Clause C2.5.4 or C2.5.5 does not apply to the proposed development

C2.6.1 Construction of Parking Areas

The proposed development includes a road network and car parking areas which would be constructed with a sealed surface and drained to the public stormwater system in compliance with the Acceptable Solution A1.

C2.6.2 Construction of Parking Areas

A1.1 - The layout of parking area complies with the standard AS2890.1:200 the applicant has addressed this in detail in section 6.1.7 *Design and layout of parking areas* of the TIA

And

A1.2 – The National construction code requires 1 accessible parking space for every 50 carparking spaces provided within the site (rounding up). A total of 266 parking spaces are provided therefore 6 accessible parking spaces are required

The applicant proposes to comply with this by providing 7 accessible parking spaces in close proximity to building entrances.

C2.6.3 Number of accesses for vehicles

No changes to the existing access or number of accesses are proposed, as such the proposal complies with A1

C2.6.5 Pedestrian access

A1.1 - The drawing P1916-DA-500 Typical Road and Parking Issue E 02/02/2022 shows the typical plan and cross-section designs for the internal access ways. The footpaths are proposed with a width of 2.8 metres on the residential building side and 4.5 metres to 4.8 metres on the Pavilion building side. There are a number of pedestrian crossing points for the internal road as shown in drawing P1916-DA-020 Site Plan Issue 1 25/01/2022, which has been proposed to be designed in accordance with the standards with line-marking and appropriate signage. Therefore, the Acceptable Solution A1.1 criteria has been met.

A1.2 states

“In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.”

The proposed accessible car parking spaces have been proposed to be designed in accordance with AS 2890.6:2009 and located nearest to the building entrances. The building and access ways around the site would be designed for people with disabilities in accordance with AS 1428 Design for Access and Mobility. It is considered that the Acceptable Solution A1.2 criteria has been met

C2.6.6 Loading Bays

A loading bay is located to the south southeast of the Pavilion. The Traffic Impact Assessment has found the proposal complies with the relevant Australian Standards and as such complies with A1 and A2 of C2.6.2

C2.6.7 Bicycle parking facilities

Clause C2.6.7 does not apply to the proposed development as the site is not located within either the General Business Zone or the Central Business Zone.

C2.6.8 Siting of parking and turning areas

C2.6.8 does not apply to the proposed development as the site is not located within any of the zones listed in that clause.

C2.7 Parking Precinct Plan

C2.7.1 does not apply to the proposed development as it is not located within a parking precinct plan.

Overall, Council as a road authority have no objection to the development application on traffic grounds. Therefore, the development is considered safe and efficient and that the site is capable of being developed and the local traffic conditions are not expected to be significantly affected.

GLE-S6.0 Hobart Showground Specific Area Plan

A Specific Area Plan is in place for the Hobart Showgrounds site within the Glenorchy Local Provisions Schedule GLE-S6.0 of the TPS. An assessment of the proposed Pavilion development against the Hobart Showgrounds SAP as it relates to traffic requirements is documented in the TIA a summary is listed below.

GLE-S6.3.1

“The local area objectives for the Hobart Showground are to:

(d) encourage wider community use of the site through the provision of pedestrian and cycle links.”

The proposed internal road network provides a permanent connection between the Elwick Road service road and the Howard Road access point, with local connectivity to Knoll Street. The internal road therefore provides pedestrian and cycle links in line with the local area objectives for the site.

GLE-S6.6.1

“The use must not have an unreasonable impact on the amenity or operation of other uses on the site, or the amenity of adjacent residential zones, having regard to:

(c) traffic generation and parking location; and

(d) the local area objectives at Clause GLE-S6.3.1.1.”

Item (c) and (d) of the above are relevant to traffic.

The impacts of the additional traffic generated by the Pavilion development are discussed in Section 4 of the TIA.

Proposed access arrangements are appropriate for the expected use and traffic modelling demonstrates that intersections are anticipated to operate satisfactorily with minimal delays and queuing (Section 5.2).

The generated traffic is not expected to have unreasonable impact on the amenity of adjacent residential zones (Section 5.3).

Traffic management in the form of permanent Local Area Traffic Management (LATM) treatments throughout the site, as well as event-specific traffic management measures, would ensure safe and efficient operation of traffic within the site.

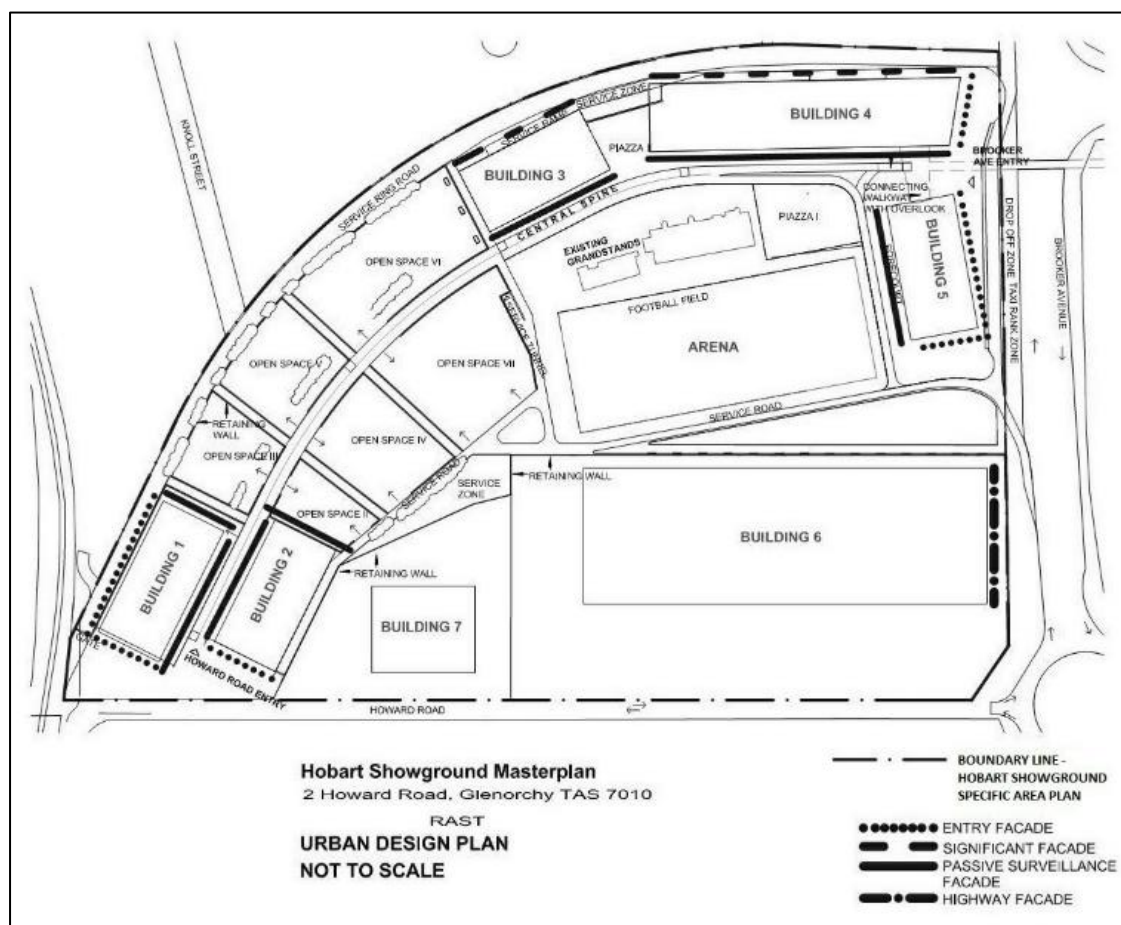
GLE-S6.7.3

“Internal road layout is in accordance with Figure GLE-S6.3 Hobart Showground Urban Design Plan.”

GLE-S6.7.3 “P1 The layout of accesses must have regard to:

- (a) pedestrian safety and amenity;
- (b) traffic safety;

The proposed internal road layout is compatible with Figure GLE-S6.3 with the 'central spine' internal road connecting the Howard Road access and the Elwick Road access. The eastern 'service road' has been reconfigured to provide vehicular access to the relocated Motorhome Park east of the Pavilion.



Overall, the documentation provided is supported, and it is therefore considered the site is capable of being developed and the local traffic conditions are not expected to be significantly affected.

Other

C15.0 Landslide Code

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

C7.0 Natural Assets Code

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

C12.0 Flood-Prone Areas Hazard Code

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

Environmental Health Officer

Environmental Health have undertaken an assessment of the proposed development. The two main areas of concern relate specifically to potentially contaminated land and potential noise impacts from the proposal. This report details the reports provided, approaches, conclusions and recommended conditions for potentially contaminated land and noise.

Potentially Contaminated Land Code:

Previous construction on 2 Howard Road has identified some low-level contamination. Due to this, an Environmental Site Assessment (ESA) was lodged as part of the Development Application to address C14.6.1 (Excavation) and C14.5.1 (Suitability for Intended Use) of The Scheme.

The ESA provided to Council, dated May 2022, prepared by Rod Cooper of Environmental Services and Design undertook a desktop review and various sampling of the development site. The sampling undertaken as part of this investigation identified that:

Environment: There were no Ecological Investigation Levels (EIL) or Ecological Screening Levels (ESL) exceedances and therefore no risk to ecological receptors identified.

Human Health: There were no human health guideline exceedances and therefore no risk to human receptors for dermal contact, dust inhalation and soil ingestion risk or vapour intrusion, at commercial/industrial land use guidelines.

Excavated Soil Management: In terms of EPA Information Bulletin No.105 (IB105) of the six (6) primary soil samples, one (1) sample is considered Level 2 Material (Low Level Contaminated Soil) due to Benzo(a)pyrene, and the remaining five (5) samples are considered Level 1 Material (Clean Fill).

The soil on site is safe for the intended use, and disposal of soil off site should be in accordance with IB105.

The ESA concluded:

Soil contamination has not been identified at the site through this investigation, and the site is considered safe for intended use at commercial/industrial guidelines.

- 1. Any disposal of soil from the site will need to be in accordance with IB105 and controlled waste guidelines as Level 2 Material is present; and*
- 2. A soil management plan will be required in the permit.*

Environmental Health recommend that a condition be applied to the permit requiring the development and implementation of a Soil and Water Management Plan, approved by the Planning Authority, that highlights how soil onsite will be managed onsite for the duration of the development onsite prior to any works occurring onsite.

Advice is also recommended be applied making the applicants aware of the requirements under EPA Information Bulletin No.105 (IB105).

Noise

The main consideration of this application for Environmental Health was the proposed mixed uses and the potential noise impacts from this to neighbouring residential zones. The proposed site is neighboured by residential zoning, specifically the Inner Residential zone adjacent the western site boundary, and the General Residential zones to the east (beyond Bunnings) and north-east (beyond the Brooker Highway).

Due to the close proximity of the residential zoning (within 50 from the site), further Information in the form of a noise report was required by Environmental Health to demonstrate how the proposed development could meet either Acceptable Solution A1. 27.3.1 (Non-residential use) or Performance Criteria P1, 27.3.1.

The hours of operation proposed fall outside of those outlined in Acceptable Solution A1, 27.3.1. Therefore, a noise report was required to demonstrate how the proposed uses would not have an unreasonable loss of amenity to an adjacent residential use having regard to:

- Timing, duration or extent of vehicle movements; and
- Noise lighting or other emissions

A number of noise reports were provided by the applicant with the final version, RAST Hobart Showgrounds (Noise Impact Assessment & Abatement Plan) prepared by Jack Pitt of Noise Vibration Consulting (the Report) dated 13 May 2022.

To predict the potential noise impacts of the site on the neighbouring residential zones background noise measurements were conducted at the residential boundary at 2 locations to quantify the typical ambient background noise levels. These background noise levels were used to determine an acceptable noise level for proposed uses on site so noise modelling of such uses can be conducted.

The noise modelling predictions undertaken showed that noise emissions from the proposed uses are generally acceptable, provided appropriate mitigation measures are in place. Such measures include, but are not limited to; limited operating hours, limited number/frequency of events, and the implementation of a noise management plan for events with the potential to cause environmental nuisance to stipulate the requirements for noise monitoring and the establishment of communication channels between event organisers and community stakeholders.

The report concluded that: Provided the proposed mitigation measures are implemented as recommended, it is deemed unlikely that the proposal will cause environmental nuisance. Any such environmental nuisance is then very unlikely to be of high impact or wide scale, and thus cannot constitute environmental harm. The proposed development and associated uses on site are thus considered acceptable within the limitations imposed in this document.

A number of conditions are recommended to be applied to the permit to manage the way the site can be used in regard to noise generating activities to ensure there is not an unreasonable impact on the amenity of the neighbouring residential zones.

Further details of the noise report

Existing (background) Noise

Unattended existing background noise readings were obtained by NVC between 20th October 2021 and 1st November 2021. During this time, the annual Hobart Show occurred. The below table demonstrates the noise readings obtained during this time:

The overall noise level trend across the measurement period is summarised in Table 2.

TABLE 2: SUMMARY OF NOISE LEVEL TREND

Time Period		Sound Pressure Level, dBA					
		L10		L90		LEQ	
Location		A	B	A	B	A	B
During Royal Hobart Show	Day (7:00AM - 6:00PM)	61	63	44	44	61	58
	Evening (6:00PM - 10:00PM)	71*	62	43	41	69*	62
	Night (10:00PM - 7:00AM)	62	54	35	34	56	53
Minimal Showground Use	Day (7:00AM - 6:00PM)	60	59	43	42	55	54
	Evening (6:00PM - 10:00PM)	59	55	41	39	53	50
	Night (10:00PM - 7:00AM)	60	55	34	34	54	50
	Day & Evening (7:00AM - 10:00PM)				41**		

*The high L10 and LEQ for the evening period during the show is a result of two ten-minute intervals within the show period being at high levels: approximately 9:35 - 9:55PM on the evening of Friday the 22nd of October. Note that this also caused elevated levels at location B, but was much stronger at location A. The source of this noise is unknown.

**This period is relevant to the indoor live music/event noise limit criterion - see section 3.5.2.

Noise Limits:

Due to the complex uses proposed on the site, the Report considered several standards to determine an acceptable noise level for a variety of noise generating scenarios on site to ensure unreasonable impacts to the neighbouring residential zones do not occur.

Uses on site were separated into two main assessment groups:

- Major noise generating events
- Day-to-day uses

Day-to-day uses:

It was determined that the Victorian Environmental Protection Authority Noise Limit and Assessment Protocol (VIC Protocol) was the most appropriate criteria for assessment for 'day-to-day' uses.

The VIC protocol criterion is based on noise measurements specific to the area, and is in the centre of the TAS EPA criteria range, it was deemed the most appropriate, and thus adopted for the assessment of 'day-to-day' uses including the following:

- Indoor events & live music
- Other noise sources e.g. commercial, industrial, trade

The VIC protocol set the below noise limits for these uses:

- Day (7am to 6pm) - 53 dBA leq
- Evening (6pm – 10pm) - 49 dBA
- Night (10pm-7am) - 44dBA

Major noise generating events

The site has historically hosted major events from time to time. This use has been proposed to continue through this application. As such events naturally generate higher noise levels, these events will be assessed under Clause 91 of the VIC Protocol which states:

“(91) The noise limit for music noise from outdoor entertainment venues and for music noise from outdoor entertainment events during standard operating hours, as defined in Regulations 128 and 129 is –

a. 65 dB(A) when the measurement point is located outdoors, within a noise sensitive area; and

b. 55 dB(A) when the measurement point is located indoors, in a sensitive room within a noise sensitive area.”

The VIC Protocol further provides allowance for discretionary approval for noise limits above 65 dBA, i.e. to provide for higher noise limits for certain venues and areas where Council deems appropriate, up to a maximum of the aggravated noise level.

As this site has a history of hosting major events and to keep with the Local Area Objective “to recognise the site’s current role as a major event facility”, it has been deemed appropriate that higher noise levels be applied for these events.

Potential impacts of these events will be managed through imposing limits on the number of these major events allowed per calendar year and that the events are to be regulated by further noise mitigating measures through proposed permit conditions.

It is proposed that the Showgrounds may host sporadic, larger noise generating events (up to twelve (12) per year). Based on the experience of several outdoor music venues around Australia, the Report concluded it is considered, with suitable noise management strategies in place, noise levels within the community of up to 75dBA Leq 5-minute may be appropriate for such events.

Noise Modelling

Adopted noise levels for the uses proposed on site used in the noise modelling are outlined below:

TABLE 9: SUMMARY OF ADOPTED EXTERNAL NOISE CRITERIA

Activity	Criterion (Outdoors)	Applicable Hours
Outdoor Events / Live Music*	Up to 75 dBA, Leq 5-minute	Midday to 10:00PM (outside of these hours standard criteria apply)
	65 dBA, Leq 30-minute	Midday to 10:00PM (outside of these hours standard criteria apply)
Other Noise	53 dBA, Leq 30-minute	Day time: 7:00AM to 6:00PM
	49 dBA, Leq 30-minute	Evening time: 6:00PM to 10:00PM
	44 dBA, Leq 30-minute	Night time: 10:00PM to 7:00AM

The Report undertook modelling for the following scenarios:

- *Scenario 1: Courtyard Large-scale live music event (noise generating event)*

Worst-case noise emissions for scenario 1 are predicted to be between 65 and 75 dBA at approximately 6 residences to the west of the pavilion, and below 65 dBA within the remainder of the surrounding area.

Complies with allowed noise levels for a noise generating event.

- *Scenario 2: courtyard moderate-scale live music/event (noise generating event)*

The predicted noise emissions from Scenario 2 are similar to scenario 1, with nominally 6 residences subject to noise levels between 65 and 75 dBA, and the majority of the surrounding area subject to less than 65 dBA.

Complies with allowed noise levels for a noise generating event.

- *Scenario 3: courtyard small-scale live music/event (day-to-day operation)*

Predicted worst-case noise emissions from Scenario 3 are below the relevant criterion of 65 dBA at all sensitive receivers. As such, noise emissions from this type of event are unlikely to cause nuisance within the neighbouring residential area.

This type of event is deemed to be appropriate within the hours of midday to 10:00PM.

- *Scenario 4 – Royal Hobart Show (exempt under Hobart Showground SAP)*

Predicted noise emissions from scenario 4 are below the day time criterion of 53 dBA at all surrounding sensitive receivers. It is noted that, as modelled, sideshow alley is predicted to be the strongest noise emission on the site, unless live music is proposed, in which case the noise models from scenarios 1 to 3 are anticipated to be applicable.

- *Scenario 5 - pavilion restaurant/bar (day-to-day operation)*

Scenario 5a: Pavilion Restaurant/Bar - Speakers Facing West

Predicted noise emissions with the speakers facing to the west (towards the residential area) show that noise emissions are below the relevant criteria during the day and evening time period at all sensitive receivers.

Any live and background music operations may be restricted to indoors only if they are to continue after 10:00PM

- *Scenario 5b: Pavilion Restaurant/Bar - Speakers Facing East*

This scenario is predicted to result in slightly lower overall noise emissions to the neighbouring residential area compared to scenario 5a. It is thus predicted to comply with the identified criteria during the day, evening and night.

- *Scenario 6 - sports on arena (large scale – noise generating event)*

Noise at the boundary of residential zone predicted to be 44dBA or less.

Due to the possibility for intermittent, loud noise sources inherent with this activity, such as shouting and whistles, it is recommended that larger-scale sporting activities such as competition (particularly professional) should be conducted within the day and evening time periods. Where the potential noise event criterion is triggered, and thus the relevant management strategies apply.

If very large sporting matches (where patron numbers exceed 1000) are to occur, such as professional sports games, this will trigger the potential noise event criterion, and thus commensurate noise management strategies become relevant

- *Scenario 7 - loading bay access (day-to-day operation)*

Noise emissions from access to the loading bay are predicted to result in noise levels well below the tightest relevant criterion at all sensitive receivers, and thus are deemed acceptable at all times of day

- *Scenario 8 - large-scale indoor live music event (day-to-day operation)*

As modelled, predicted noise emissions from indoor live music are below the day and evening criteria at all residential receivers, but above the night time criterion.

It is noted that the predicted noise level at the nearest sensitive receiver is below the existing night time ambient noise level of 50 dBA. The potential audibility and intrusiveness of this source will thus be strongly dependant on its low frequency content and impulsiveness.

- *Scenario 9 - courtyard trade show (day-to-day operation)*

Predicted noise emissions from 1000 patrons within the courtyard are below the relevant criteria at all sensitive receivers at all times of day.

Noise Modelling Overview:

The below table details the noise generating activities proposed on the site, the hours of operation proposed, if they would be managed as part of the twelve (12) noise generating events and therefore if further noise mitigation measures are required:

TABLE 11: SUGGESTED NOISE MANAGEMENT PRACTISES PER SCENARIO:

	Scenario	Noise Management Practises		
		Event Type	Restricted Hours?	Noise Management Plan Required?
1	Courtyard Large-Scale Live Music/Event	Potential noise event	Midday - 10:00PM	Yes
2	Courtyard Moderate-Scale Live Music/Event	Potential noise event	Midday - 10:00PM	Yes
3	Courtyard Small-Scale Live Music/Event	-	Midday - 10:00PM	-
4	Royal Hobart Show	Show	7:00AM - 10:00PM	-
			10:00PM - 7:00AM	Yes
5a	Pavillion Restaurant/Bar Speakers Facing West	-	Outdoor music 7:00AM - 10:00PM	-
5b	Pavillion Restaurant/Bar Speakers Facing East	-	Outdoor music 7:00AM - 10:00PM	-
6	Sports on Arena	Potential noise event	Midday - 10:00PM	Yes
		-	7:00AM - 10:00PM	-
7	Loading Bay Access	-	-	-
8	Large-Scale Indoor Live Music Event	-	7:00AM - 10:00PM	-
		-	10:00PM - 7:00AM	Yes*
9	Courtyard Trade Show	-	-	-

* Dependant on building facade construction under detail design phase.

Noise Report Recommendations:

The report provided an overarching conclusion and several recommended conditions for Council to consider in the management of noise generating activities on site.

In order to ensure the operational noise emissions from the proposed uses on site are controlled, it is recommended that Council impose conditions on the approval.

EXTERNAL REFERRALS**TasWater**

TasWater are in support of the proposal and have recommended conditions and advice be attached to the permit issued.

TasNetworks

TasNetworks have identified that the proposal is likely to adversely affect TasNetworks' operations; and advise that with any development of this magnitude, consideration should be given to the position of existing electrical infrastructure; there are TasNetworks High Voltage cables located underground on this property that supply ground mounted substations.

The applicant was notified on this advice from TasNetworks as per the requirements of the *Electricity Supply Industry Act 1995*.

Department of State Growth

Department of State Growth declined the opportunity for comment.

Metro Tas

Metro Tas declined the opportunity for comment.

REPRESENTATIONS

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

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 Community Purpose zone, as well as the applicable standards of relevant codes, and the applicable standards of GLE-S6.0 Hobart Showground Specific Area Plan. The application was publicly advertised for the statutory 14-day period and no representations were received.

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 2 Howard Road Glenorchy subject to the following conditions:

Planning

1. Use and development must be substantially in accordance with planning permit application No. PLN-21-543 and Drawings submitted on 8 March 2022 (18 pages) and 17 May 2022 (20 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 2021/01897-GCC, dated 16/11/2021, form part of this permit.

3. The development must be undertaken in the following stages, and as shown on the staging plan:
 - (a) Stage 1A involves the temporary relocation of the existing caravan park and associated amenities to be sited adjacent to the Brooker Highway;
 - (b) Stage 1B involves the demolition of all buildings and other structures excluding buildings identified as E08, E09 and the existing billboards;
 - (c) Stage 1C involves the demolition of building foundations, roads and landscaping;
 - (d) Stage 1D involves earthworks for leveling the site, except for the Elwick Knoll relic in the central area;
 - (e) Stage 1E involves the construction of the Pavilion, Arena, landscaping and associated service infrastructure;
 - (f) Stage 2A involves the demolition of remaining buildings (E08 and E09 and associated structures) and the existing billboards. The temporarily located motorhome park will be unavailable during this stage of the development, and the responsibility of vacating the motorhome park is that of the owner/operators;
 - (g) Stage 2B involves the demolition of the remaining building foundations, roads and landscaping; and
 - (h) Stage 2C involves the construction of the permanent location for the motorhome park and associated facilities, and associated landscaping and service infrastructure.
4. Immediately preceding demolition at any stage of the development, all areas of the site visible from public spaces must be free of building debris and kept in a tidy, easily maintained, and secure manner to the satisfaction of the Council's Senior Statutory Planner.
5. All external lighting, excluding security lighting must not operate between 11pm and 6am. All external lighting, including flood lighting must be designed and baffled so that direct light does not extend into the adjoining properties.
6. The hours of operation for outdoor events must not exceed the following:
 - (a) 7:00am – 10:00pm for Major Outdoor Events without amplified music;
 - (b) 12:00pm – 11:00pm for Major Outdoor Events with amplified music;
 - (c) 7:00am – 10:00pm for Minor Outdoor Events without amplified music;
 - (d) 12:00pm – 11:00pm for Minor Outdoor Events with amplified music;
 - (e) 7:00am – 10:00pm for Private Outdoor Events and Function without amplified music;

- (f) 12:00pm – 11:00pm for Private Outdoor Events and Function with amplified music; and
- (g) 12:00pm – 11:00pm for Major Outdoor Sporting Events.

For the purposes of this condition, a Major Outdoor Event is an event, other than the Hobart Show Event, that results in 1,000 or more people attending the site and a Minor Outdoor Event and a Private Outdoor Events and Function is an event that results in 999 or fewer people attending the site.

- 7. There shall be no more than twelve (12) Major Events with any twelve (12) month period. For the purposes of this condition, a Major Event is an indoor or outdoor event, other than the Hobart Show Event, that results in 1,000 or more people attending the site.

Environmental Health

- 8. A 2.8m high and solid in construction (without gaps) fence must be established along the entire western boundary of the site (excluding vehicle accesses) prior to the commencement of the use and maintained for the duration of the use as approved. The fence must be a minimum of 15 kg/m², 20mm ship-lapped timber, or 9mm compressed cement sheet or commercial noise wall panels.
- 9. A 3m tall earthen bund/precast concrete retaining wall must be constructed prior to the commencement of the use as approved, along the northern side of the arena, with the extents shown in detail outlined in Figure 4 (page 22) of the NVC Noise Report dated 13 May 2022. The 3m tall earthen bund/precast concrete retaining wall must be appropriately maintained and remain in situ for the duration of the use.
- 10. Outdoor live music events must only occur within the pavilion courtyard only. No live music events are to occur within the onsite arena area.
- 11. A Potential Noise Generating Events must cease operation by 11pm.
- 12. A Potential Noise Generating Event must not generate noise levels that exceed 75dBA Leq 5-min.
- 13. All Potential Noise Generating Events must be monitored during the event through a permanent online noise monitor unit. This unit must be installed and maintained (including required calibration), on the boundary to residential use nearest the entrance to the pavilion courtyard. This monitor must use a type 1 sound level meter, be capable of recording one-third octave data, and have real-time online data access. Real-time access to data must be made available to site event management staff during all Potential Noise Generating Events.
- 14. Data recorded by the permanent online noise monitor unit must be retained for a period of not less than two (2) years. This data must be provided to Council upon request.

15. For the purpose of this permit, a Potential Noise Generating Event is defined as any event onsite that has the potential to generate noise above the acceptable noise limits defined by the NVC Noise Report dated 13 May 2022. These limits are:
 - (a) Day (7am to 6pm) - 53 dBA leq;
 - (b) Evening (6pm – 10pm) - 49 dBA;
 - (c) Night (10pm-7am) - 44dBA.
16. Prior to the first operation of any outdoor live music, large-scale indoor live music event or Potential Noise Generating Event, a Noise Management Plan, prepared by a suitably qualified person, must be submitted to and approved by Council. The Noise Management Plan must include measures to control noise emissions from live music and event noise such that environmental harm (as defined by the *Environmental Management and Pollution Control Act 1994*) is unlikely to be caused to the occupants of nearby noise sensitive uses (residential and visitor accommodation).
17. The Noise Management Plan must be based on the findings of a Noise Impact Assessment, that has been submitted to and approved by Council .
18. The Noise Impact Assessment must:
 - (a) be prepared by a suitably qualified acoustic engineer;
 - (b) include noise measurements to determine noise levels inside and outside the premises of the noise onto sensitive receivers that would be most affected by noise emissions from the site operations;
 - (c) include reference to best practice standards and guidelines, including the Tasmanian Environmental Protection Policy (Noise) 2009; and
 - (d) be focused on noise from the sound reinforcement system, and in particular low (bass) frequencies.
19. The Noise Management Plan must:
 - (a) include measures to manage noise for all Potential Noise Generating Events;
 - (b) include an 'evaluation matrix' sufficient to identify events with the potential to cause environmental nuisance (as defined by the *Environmental Management and Pollution Control Act 1994*) and therefore deemed 'potential noise events'. These events are limited to 12 events per year;
 - (c) include record-keeping protocols for the tracking of potential noise events. This record keeping must be made available to Council on request;
 - (d) include protocols to provide community consultation and facilitate feedback;

- (e) specify procedures for informing the community of event details;
- (f) specify procedures for informing event management staff of noise mitigation details;
- (g) specify limits on noise emissions from the sound reinforcement system;
- (h) include measures to ensure speaker noise limits are complied with; and
- (i) include noise complaint record-keeping and response protocols. A record of any noise complaints must be made available to Council on request.

Once approved by Council, the Noise Management Plan forms part of the permit and must be complied with.

20. A Noise Verification Report must be submitted to Council to the satisfaction of the Planning Authority within six (6) weeks from the first occurrence of each modelled scenarios in the NVC Noise Report dated 13 May 2022 excluding Noise Generating Events. To remove any doubt, a separate Noise Verification Report is required for each of the modelled scenarios in the NVC Noise Report dated 13 May 2022.

If predicted noise levels in the NVC Noise Report dated 13 May 2022 are not met, the Noise Verification Report must provide suggested recommendations to address the noise generated. These recommendations must be implemented, and additional verification reports must be submitted until predicted noise limits are met.

21. An approved Noise Management Plan must be reviewed and amended if this is recommended in a Noise Verification Report or upon request by Council if complaints (other than frivolous or vexatious complaints) have been received by Council.
22. Where a review or an amendment of an approved Noise Management Plan has been requested it must be submitted to Council for approval within six weeks or such further time agreed to by Council. Once approved, an amended Noise Management Plan replaces any previous Noise Management Plan, and forms part of this permit and must be complied with.
23. The noise attenuation between the pavilion and the interior of the hostel must be sufficient to ensure that noise during a potential noise event is below the appropriate maximum recommended design level under AS/NZS 2107:2016 Acoustics - Recommended design sound levels and reverberation times for building interiors.

Traffic

24. The developer shall undertake Local Area Traffic Management (LATM) treatments and submit plans showing the following to Council, to the satisfaction of the Director of Infrastructure and Works. The works as per the approved plans, shall be installed by the developer prior to the commencement of use.
 - (a) Signage including warning, speed limit and no heavy vehicles;
 - (b) Low profile speed humps and/or road cushions at regular intervals along the main road;
 - (c) Threshold type treatment at intersections including the motorhome park loop and Knoll Street connection; and
 - (d) Tactile surface treatment
25. For small to medium events (under 999 people) parking must be contained on-site. If parking is removed on-site such as due to the closure or part closure of internal roads, this loss of parking shall be managed by RAST by implementing Event Management Measures such as public transport and/or additional parking provided at overflow car parking sites.
26. For large events (over 999 people) other than the Hobart Show, if parking is removed on-site such as due to the closure or part closure of internal roads, Event Management Measures such as public transport and encouraging cycling/walking must be put in place by RAST in which for each car parking space lost (that equates to 3 people) other means of transport are used.
27. A document setting out Event Management Measures for any events when access to any of the approved on-site parking spaces is not available shall be prepared prior to these events and made available to Council upon request.

Engineering

28. 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 and Senior Environmental Health Officer.

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.

29. The loading and unloading of goods, including building materials and equipment, from vehicles must only be carried out on the land.
30. All internal hydraulic service works required for the development must be at the Developer's expense and must comply with the requirements of Council's Plumbing Surveyor.
31. The property owner is to ensure that Council's Road Assets and Infrastructure are protected during the demolition and building process. The owner is to ensure that damage to road assets, footpaths, kerb and channel, drainage pits, nature strips and other services is kept to a minimum and any damaged assets are reinstated.
32. Should damage occur, the repair costs associated with such damages are the responsibility of the property owner. If reinstatement works are not undertaken promptly or to Council's satisfaction, Council may elect to reinstate or rectify any defects and recover the expenses reasonably incurred in doing so from the property owner.
33. The design and construction of roads must be in accordance with Austroads Guide to Road Design Part 1-8. To comply with the above requirements, the developer must submit engineering drawings demonstrating compliance with the requirements to the satisfaction and approval of Council's Development Engineer prior to the commencement of works on site.
34. 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. The proposed driveway and parking must comply with the following:-
 - (a) Be constructed to a sealed finish and the finished gradient must not exceed 20%;
 - (b) 266 clearly marked car parking spaces must be provided in accordance with the approved plan received by Council and kept available for these purposes at all times;

- (c) 187 bicycle spaces must be provided in accordance with the approved plan received by Council and kept available for these purposes at all times;
- (d) 37 clearly marked motorcycle parking spaces must be provided in accordance with the approved plan received by Council and kept available for these purposes at all times;
- (e) Of the proposed number of car parking spaces, seven (7) accessible parking spaces must be provided, clearly line-marked and kept available for these purposes at all times;
- (f) All runoff from paved and driveway areas must be discharged into Council's stormwater system;
- (g) 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; and
- (h) The gradient of any parking areas must not exceed 5%.

To comply with the above requirements, the developer must submit engineering drawings demonstrating compliance with the requirements to the satisfaction of and approval of Council's Development Engineer prior to the commencement of works on site. All works required by this condition must be installed prior to the commencement of the use.

- 35. The construction of footpath and walkways must be in accordance with the LGAT Standard Drawings and Council's footpath policy. To satisfy with the requirements, submit details demonstrating the above prior to the issuing of Council's approved drawing. All works required by this condition must be installed prior to the commencement of the use.
- 36. A design must be submitted showing that the minor stormwater drainage system is designed to accommodate a 5% AEP storm event. To comply with the above requirements, the developer must submit engineering drawings demonstrating compliance with the requirements to the satisfaction and approval of Council's Development Engineer prior to the commencement of works on site.
- 37. The new stormwater connection must be constructed, and any existing abandoned connections must be sealed by owner's expense. Please note once plans are approved, a formal Application for New Stormwater Connection and inspection by Council's Senior Civil Engineer is required. The form is available from <https://www.gcc.tas.gov.au/council/documents-and-publications/forms/>

38. An adequate overland flow path must be maintained through the site, such that flows are excluded from the dwelling and not redirected onto third-party land, for the 1% AEP as at 2100 (including climate change loading) storm event. All work required by this condition must be undertaken and maintained in accordance with the certified design drawings as specified in Stormwater Plan & Stormwater Report by Aldanmark Consulting Engineers and to the satisfaction of the Council's Senior Civil Engineer prior to the sealing of final plan/issue of a completion certificate
39. The development must incorporate the nominated Water Sensitive Urban Design (WSUD) element(s) or equivalent, as presented in the Stormwater Design Report, submitted by Aldanmark Consulting Engineers, and other drawings approved as part of this permit. The WSUD design must achieve the acceptable stormwater quality and quantity targets stated in Table 5(b) of the Stormwater Management Policy 2021, for the treatment of stormwater discharging from the development and be submitted and approved in association with a Building Permit Application.
40. The development must incorporate the On-Site Detention (OSD) as part of the development as presented in the Stormwater Design Report & Stormwater Plan, prepared by Aldanmark Consulting Engineers. The onsite detention element and its associated components must be designed and constructed to the satisfaction of the Council's Senior Civil Engineer and completed prior to a Certificate of Occupancy being issued for any of the dwelling. A detailed design of on-site detention must be certified by a suitably qualified structural engineer must be submitted prior to issue of any consent under Building Act/Commencement of works.
41. In association with a Building Permit Application, a WSUD and OSD Maintenance Scheme must be submitted for approval, to the satisfaction of Council's Senior Civil Engineer, defining the maintenance method and frequency for each WSUD or OSD element incorporated in the development. The Owner and all successors in title must ensure ongoing compliance with the approved WSUD and OSD Maintenance Scheme for the duration of the approved use. Council must first approve any changes to the approved WSUD and OSD Maintenance Scheme.
42. Upon approval of the WSUD and OSD Maintenance Scheme, and in association with a Building Permit Application, the applicant shall enter into a registered agreement with Council, at the sole expense of the applicant, pursuant to Part 5 of the Land Use Planning and Approvals Act 1993, for the area which is subject to this permit. The Owner and all successors in title must advise any subsequent successor in title of the existence of the Agreement and its terms and conditions. The Part 5 agreement shall require the Owner and all successors in title to covenant and agree with Council the following:

- (a) All works outlined in the WSUD and OSD Maintenance Scheme submitted by the applicant and approved by Council, including the maintenance method and frequency for individual WSUD and OSD elements, must be implemented and managed by the Owner and all successors in title at their sole expense;
- (b) The Owner must keep the maintenance records in an accessible form (either printed or electronic) for five years from the date of the work was carried out to prove that the maintenance of each WSUD and OSD element has been conducted in accordance with the WSUD and OSD Maintenance Scheme;
- (c) Repair and replace all the WSUD and OSD elements at the sole expense of the Owner and all successors in title so that the WSUD and OSD functions (stormwater quality and quantity control) in a safe and efficient manner.
- (d) Permit the Council from time to time and upon giving reasonable notice (but in the case of an emergency, at any time and without notice) to enter and inspect the WSUD and OSD elements for compliance with the requirements of this agreement;
- (e) Comply with the terms of any written notice issued by the Council in respect of the requirements of this agreement within the time stated in the notice.

Advice to Applicant

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

All soil on site must be managed as per Environmental Protection Authority Tas Information Bulletin No.105 (IB105).

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

Attachments/Annexures

- 1** GPA Attachment 1 - Plans - 2 Howard Road Glenorchy



- 2** GPA Attachment 2 - TasWater Submission - 2 Howard Road Glenorchy



GLE-S6.0 Hobart Showground Specific Area Plan

Standard	Acceptable Solution	Proposed	Complies?
GLE-S6.6 Use Standards			
GLE-S6.6.1 Discretionary uses This sub-clause is an addition to Community Purpose Zone – Clause 27.3 Use Standards.	A1 The following uses must not, in aggregate, occupy a gross floor area greater than 30,000m ² : (a) Bulky Goods Sales; (b) Business and Professional Services (c) Food Services; (d) General Retail and Hire; (e) Hotel Industry; (f) Service Industry.	Food Services and Hotel Industry are the only discretionary uses proposed. The Food Services GFA is to be 1435m ² and the GFA of Hotel Industry is to be 488m ² , a total of 1923m ² . The existing Spotlight complex and Bunnings form part of the SAP area and are 6625m ² and 16900m ² respectively. The total GFA is 25448m ² .	Yes
	A2 No acceptable solution.	Reliance on the performance criteria	No
	A3 The following uses must not be located in Buildings 2, 3 or 4 or areas designated for these buildings, as shown on Figure GLE-6.2 Hobart Showground Master Plan:	Buildings 2, 3 and 4 are proposed to be demolished. As a result, no use, particularly visitor accommodation is to occur within them or areas designated for these buildings.	Yes

	(a) Bulky Goods Sales; (b) Business and Professional Services; (c) Education and Occasional Care; (d) Emergency Services; (e) General Retail and Hire; (f) Manufacturing and Processing; (g) Motor Racing Facility; (h) Service Industry; (i) Sports and Recreation; and (j) Visitor Accommodation.		
	A4 No Acceptable Solution.	Reliance on performance criteria.	No
GLE-S6.7 Development Standards for Buildings and Works			
GLE-S6.7.1 Building height and siting This sub-clause is a substitution for Community Purpose Zone – Clause 27.4.1 Building height and Clause 27.4.2 Setback A1 and P1 and A2 and P2.	A1 Buildings must be consistent with the envelopes defined in Figure GLE-S6.2 Hobart Showground Master Plan.	The proposed pavilion is not to be contained within the envelope defined in Figure GLE-S6.2 Hobart Showground Master Plan.	No
GLE-S6.7.2 Building facade design	A1 Facades identified as Significant Facades, Highway Facades and Entry Facades in	The buildings specified in building envelopes of Figure GLE-S6.2 Hobart Showground Master Plan are to be demolished.	No

This sub-clause is in addition to Community Purpose Zone – Clause 27.4 Development Standards for Buildings and Works.	Figure GLE-S6.3 Hobart Showground Urban Design Plan must not contain blank walls that are wider than 5.0m.	Reliance on performance criteria to comply with the standard.	
	A2 Buildings that have Passive Surveillance Facades in Figure GLE-S6.3 Hobart Showground Urban Design Plan must be designed and sited in accordance with the following: (a) the building envelopes defined in Figure GLE-S6.2 Hobart Showground Master Plan; and (b) Passive Surveillance Facades identified in Figure GLE-S6.2 Hobart Showground Urban Design Plan must include ground floor windows capable of viewing either pedestrian/cycle routes or roads within or adjacent to the site boundary.	Reliance on Performance criteria to comply with the standard	No
GLE-S6.7.3 Internal access This sub-clause is an addition to Community Purpose Zone – Clause 27.4 Development Standards for Buildings	A1 Internal road layout is in accordance with Figure GLE-S6.3 Hobart Showground Urban Design Plan.	Reliance on Performance criteria to comply with the standard	No

and Works and Parking and Sustainable Transport Code – Clause C2.6.			
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APPENDIX**27.0 Community Purpose Zone**

Standard	Acceptable Solution	Proposed	Complies?
27.3 Use Standards			
27.3.1 Non-residential use	A1 Hours of operation of a use, excluding Emergency Services, Hospital Services, Natural and Cultural Values Management, Passive Recreation or Utilities, within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must be within the hours of: (a) 8.00am to 8.00pm Monday to Friday; (b) 9.00am to 6.00pm Saturday; and (c) 10.00am to 5.00pm Sunday and public holidays.	The proposed hours of operation exceed the permitted hours of operation in the acceptable solution. Most activities are to be situated in excess of 50m of the Inner Residential zone, the access and a small portion of the building fall within 50m. The performance criterion is relied on.	No

Standard	Acceptable Solution	Proposed	Complies?
	A2 External lighting for a use, excluding Natural and Cultural Values Management, Passive Recreation and Utilities and flood lighting of Sports and Recreation facilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, or Low Density Residential Zone, must: (a) not operate between 9:00pm and 6:00am, excluding any security lighting; and (b) if for security lighting, must be baffled so that direct light does not extend into the adjoining property.	Due to minor and major events, including sports and recreation activities propose hours of operation beyond the hours specified in this acceptable solution, the proposal relies on performance e criteria for compliance with this standard. It is noted that the site adjoins the Inner Residential zone.	No
	A3 Flood lighting of Sports and Recreation facilities on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not operate between 9.00pm and 6.00am.	No flood lighting proposed. A condition is recommended to ensure ongoing compliance.	Yes
	A4 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services or Hospital	Proposed loading bays and the associated commercial vehicle accesses and movement areas are not within 50m of the Inner Residential zone.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	Services, within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must be within the hours of: (a) 7.00am to 6.00pm Monday to Friday; and (b) 9.00am to 5.00pm Saturday, Sunday and public holidays.		
27.4 Development Standards for Buildings and Works			
27.4.1 Building Height	A1 Building height must be not more than 10m.	GLE-S6.7.1 Building height and siting is a substitution Clause 27.4.1 Building height. It is noted that the pavilion is to be 12.3m in height and the broadcasting tower is to be 36m in height.	NA
27.4.2 Setback	A1 Buildings must have a setback from a frontage of: (a) not less than 5m; or (b) not more or less than the maximum and minimum setbacks of the buildings on adjoining properties, whichever is the lesser.	GLE-S6.7.1 Building height and siting is a substitution Clause 27.4.2 Setback A1 and P1.	NA

Standard	Acceptable Solution	Proposed	Complies?
	A2 Buildings must have a setback from side and rear boundaries adjoining a General Residential Zone, Inner Residential Zone or Low Density Residential Zone not less than: (a) 3m; or (b) half the wall height of the building, whichever is the greater.	GLE-S6.7.1 Building height and siting is a substitution Clause 27.4.2 Setback A2 and P2. It is noted that the pavilion is to be setback to the boundary shared with the Inner Residential zone by 48.5m and up to 72.6m.	NA
	A3 Air extraction, pumping, refrigeration systems, compressors or generators must be separated a distance of not less than 10m from a General Residential Zone, Inner Residential Zone, or Low Density Residential Zone.	The development is not within 10m of a residential zone.	NA
27.4.3 Fencing	No Acceptable Solution	No fencing is proposed	NA
27.4.4 Outdoor storage areas	A1 Outdoor storage areas, excluding for the display of goods for sale, must not be visible from any road or public open space adjoining the site.	No outdoor storage areas are proposed.	NA

APPENDIX**E14.0 Potentially Contaminated Land Code**

Standard	Acceptable Solution	Proposed	Complies?
E14.5 Use Standards			
C14.5.1 Suitability for intended use	A1 The Director, or a person approved by the Director for the purpose of this code: (a) certifies that land is suitable for the intended use; or (b) certifies a plan to manage contamination and associated risk to human health or the environment, so that the land is suitable for the intended use, or if in relation to redevelopment on land subject to the Macquarie Point Development Corporation Act 2012, the intended use must be in accordance with a certificate that has been or will be granted by an accredited environmental auditor..	The applicant provided a ESA authored by a suitably qualified person. This report certifies that the land is suitable for the intended use	Yes
E14.6 Development Standards			

Standard	Acceptable Solution	Proposed	Complies?
C14.6.1 Excavation works, excluding land subject to the Macquarie Point Development Corporation Act 2012	A1 Excavation, excluding on land subject to the Macquarie Point Development Corporation Act 2012, must involve less than 250m ³ of site disturbance.	Unable to comply.	No

APPENDIX

C2.0 Parking and Sustainable Transport Code

Standard	Acceptable Solution	Proposed	Complies?
C2.5 Use Standards			
C2.5.1 Car parking numbers	A1 The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if: (a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;	$N = A + (C - B) = \text{existing car parking spaces} + (\text{required under planning scheme proposed} - \text{existing}) = 200 + (701 - 908) = -7$	No

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

Standard	Acceptable Solution	Proposed	Complies?
	$N = A + (C - B)$ N = Number of on-site car parking spaces required A = Number of existing on site car parking spaces B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1 C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.		
C2.5.2 Bicycle parking numbers	A1 Bicycle parking spaces must: (a) be provided on the site or within 50m of the site; and (b) be no less than the number specified in Table C2.1.	The bicycle parking requirements for the development are determined using Table C2.1 of the TPS- G, a total of 144 bicycle parks is required under Table C2.1 (see table above) The applicant proposes to comply with the requirements by providing a total of 187 bicycle parking spaces, 164 spaces provided by way of bicycle hoop and 23 in a secure room on the ground floor of the pavilion.	Yes

Standard	Acceptable Solution	Proposed	Complies?
C2.5.3 Motorcycle parking numbers <i>This applies to:</i> <i>Business and Professional Services;</i> <i>Community Meeting and Entertainment;</i> <i>Custodial Facility;</i> <i>Crematoria and Cemeteries;</i> <i>Educational and Occasional Care;</i> <i>Food Services;</i> <i>General Retail and Hire;</i> <i>Hospital Services;</i> <i>Hotel Industry;</i> <i>Pleasure Boat Facility;</i> Residential if for a communal residence, multiple dwellings or hostel use; <i>Sports and Recreation;</i> <i>and</i> <i>Tourist Operation.</i>	A1 The number of on-site motorcycle parking spaces for all uses must: (a) be no less than the number specified in Table C2.4; and (b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.	A total of 638 normal car parks are required under the above uses identified in C2.2.2. Table C2.4 requires the following where more than 41 or more normal car spaces are required: 1 space for first 40 + 1 space for every additional 20 car parking spaces required. Therefore 30.9 spaces are required (rounded to 31)	Yes

Standard	Acceptable Solution	Proposed	Complies?
C2.5.4 Loading bays <i>This applies to:</i> <i>Bulky Goods Sales;</i> <i>General Retail and Hire;</i> <i>Manufacturing and</i> <i>Processing; and</i> <i>Storage.</i>	A1 A loading bay must be provided for uses with a floor area of more than 1000m ² in a single occupancy.	NA	NA
C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone <i>This applies to:</i> <i>Business and</i> <i>Professional Services;</i> <i>Community Meeting and</i> <i>Entertainment;</i> <i>Educational and</i> <i>Occasional Care;</i> <i>Emergency Services;</i> <i>Food Services;</i> <i>General Retail and Hire;</i> <i>Sports and Recreation;</i> <i>and</i>	A1 Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, on-site car parking is not required for: (a) Food Services uses up to 100m ² floor area or 30 seats, whichever is the greater; and (b) General Retail and Hire uses up to 100m ² floor provided the use complies with the hours of operation specified in the relevant Acceptable Solution for the relevant zone.	NA	NA

Standard	Acceptable Solution	Proposed	Complies?
<i>Utilities, if not for minor utilities.</i>			
C2.6 Development Standards for Building Works			
C2.6.1 Construction of parking areas	A1 All parking, access ways, manoeuvring and circulation spaces must: (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and (c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.	The proposed development includes a road network and car parking areas which would be constructed with a sealed surface and drained to the public stormwater system in compliance with the Acceptable Solution A1.	Yes

Standard	Acceptable Solution	Proposed	Complies?
C2.6.2 Design and layout of parking areas	A1.1 Parking, access ways, manoeuvring and circulation spaces must either: (a) comply with the following: (i) have a gradient in accordance with <i>Australian Standard AS 2890 - Parking facilities, Parts 1-6</i> ; (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; (iii) have an access width not less than the requirements in Table C2.2; (iv) have car parking space dimensions which satisfy the requirements in Table C2.3; (v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in	A1.1 - The layout of parking area complies with the standard AS2890.1:200 the applicant has addressed this in detail in section 6.1.7 <i>Design and layout of parking areas</i> of the TIA And A1.2 – The National construction code requires 1 space for every 50 carparking spaces provided within the site (rounding up). a total of 266 parking spaces are provided therefore 6 (5.32) accessible parking spaces are required The applicant proposes to comply with this by providing 7 accessible parking spaces in close proximity to building entrances.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	Table C2.3 where there are 3 or more car parking spaces; (vi) have a vertical clearance of not less than 2.1m above the parking surface level; and (vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or (b) comply with <i>Australian Standard AS 2890-Parking facilities, Parts 1-6</i>. A1.2 Parking spaces provided for use by persons with a disability must satisfy the following: (a) be located as close as practicable to the main entry point to the building; (b) be incorporated into the overall car park design; and		

Standard	Acceptable Solution	Proposed	Complies?
	(c) be designed and constructed in accordance with <i>Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities</i> . [S35]		
C2.6.3 Number of accesses for vehicles	A1 The number of accesses provided for each frontage must: (a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater.	No new proposed	Yes
	A2 Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.	NA	NA
C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone	A1 In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roads and pedestrian paths serving 5 or more car parking spaces, which are used outside daylight hours, must be provided with	Lighting conditioned	Yes

Standard	Acceptable Solution	Proposed	Complies?
	lighting in accordance with Clause 3.1 “Basis of Design” and Clause 3.6 “Car Parks” in <i>Australian Standard/New Zealand Standard AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting – Performance and design requirements.</i>		
C2.6.5 Pedestrian access	A1.1 Uses that require 10 or more car parking spaces must: (a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by: (i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or (ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and	The drawing P1916-DA-500 Typical Road and Parking Issue 02/02/2022 shows the typical plan and cross-section designs for the internal access ways. The footpaths are proposed with a width of 2.8 metres on the residential building side and 4.5 metres to 4.8 metres on the Pavilion building side. There are a number of pedestrian crossing points for the internal road as shown in drawing P1916-DA-020 Site Plan Issue 1 25/01/2022, which has been proposed to be designed in accordance with the standards with line-marking and appropriate signage. Therefore, the Acceptable Solution A1.1 criteria has been met.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(b) be signed and line marked at points where pedestrians cross access ways or parking aisles. A1.2 In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.		
C2.6.6 Loading bays	A1 The area and dimensions of loading bays and access way areas must be designed in accordance with <i>Australian Standard AS 2890.2–2002, Parking facilities, Part 2: Offstreet commercial vehicle facilities</i>, for the type of vehicles likely to use the site.		NA
	A2 The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with <i>Australian Standard AS 2890.2 – 2002</i>,		Yes

Standard	Acceptable Solution	Proposed	Complies?
	<i>Parking Facilities, Part 2: Parking facilities Off-street commercial vehicle facilities.</i>		
C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone	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 – but a loading bay is located to the south southeast of the Pavilion. The Traffic Impact Assessment has found the proposal complies with the relevant Australian Standards and as such complies with A1 and A2 of C2.6.2	Yes
	A2 Bicycle parking spaces must: (a) have dimensions not less than: (i) 1.7m in length; (ii) 1.2m in height; and (iii) 0.7m in width at the handlebars; (b) have unobstructed access with a width of not less than 2m and a gradient not steeper	NA	NA

Standard	Acceptable Solution	Proposed	Complies?
	than 5% from a road, cycle path, bicycle lane, shared path or access way; and (c) include a rail or hoop to lock a bicycle that satisfies <i>Australian Standard AS 2890.3-2015 Parking facilities - Part 3: Bicycle parking</i>.		
C2.6.8 Siting of parking and turning areas	A1 Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line.	NA	NA
	A2 Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must: (a) have no new vehicle accesses, unless an existing access is removed; (b) retain an active street frontage; and	NA	NA

Standard	Acceptable Solution	Proposed	Complies?
	(c) not result in parked cars being visible from public places in the adjacent roads.		
C2.7 Parking Precinct Plan			
C2.7.1 Parking Precinct Plan	A1 Within a parking precinct plan, onsite parking must: (a) not be provided; or (b) not be increased above existing parking numbers.	NA	NA

Footnotes

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

C3 Road and Railway Assets Code

Standard	Acceptable Solution	Proposed	Complies?
C3.5 Use Standards			
C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction	A1.1 For a category 1 road or a limited access road, vehicular traffic to and from the site will not require: (a) a new junction; (b) a new vehicle crossing; or (c) a new level crossing.	C3.5.1 - A1.1-A1.3 are not applicable to the proposal. With regards to A1.5 the site allows for vehicles to enter and exit in a forward direction this is shown in Appendix A of GHD's TIA. A1.4 Vehicle traffic to and from Howard Road and Elwick Road is not anticipated to increase by more than 20 per cent. The increased traffic (vehicle movements) generated by the development is expected to exceed 40 vpd and be more than 20% of the existing Annual Average Daily Trips (AADT) of the Knoll Street Access; therefore, the assessment against the Performance Criteria P1 under clause C3.5.1 triggered.	No
	A1.2 For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.		
	A1.3		

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

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

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

6. COMBINED PLANING SCHEME AMENDMENT & PLANNING PERMIT APPLICATION REQUEST - 32 CHEVIOT ROAD, WEST MOONAH - PLS43A-21/02

Author: Senior Strategic Planner (Lyndal Byrne)

Qualified Person: Senior Strategic Planner (Lyndal Byrne)

Property ID: 5430157

REPORT SUMMARY

Application No	PLA43A-21/02
Applicant	Van Diemen Consulting (Richard Barnes)
Owners	Australasian Conference Association Limited
Existing Zoning	Community Purpose
Existing Land Use	School
Proposal in Brief	Rezone to facilitate residential subdivision
Representations	Advertising occurs after amendment is prepared
Recommendation	Prepare and certify amendment, grant permit and exhibit for 28 days

REPORT IN DETAIL**PROPOSED PLANNING SCHEME AMENDMENT**

The applicant has requested a planning scheme amendment to rezone part of 32 Cheviot Road, West Moonah from Community Purpose Zone a General Residential Zone. The extent of the area to be rezoned is shown in Figure 1 below.

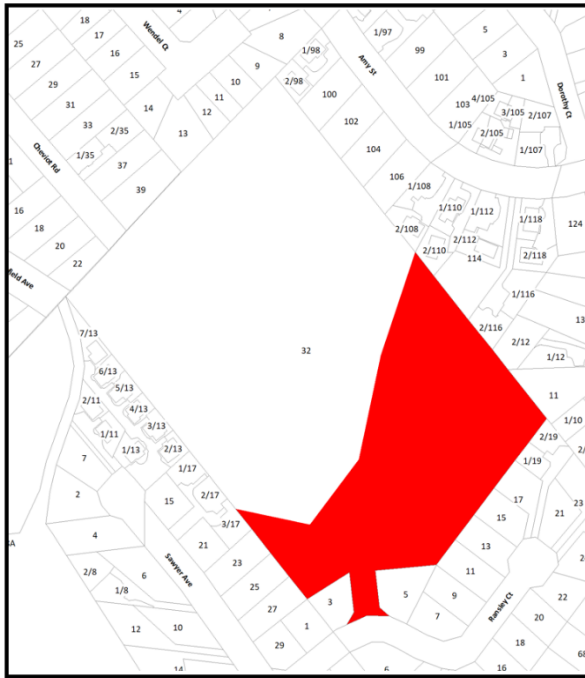


Figure 1 – area of land to be rezoned

The amendment documents are included in **Attachment 1** – Amendment Documents.

PROPOSED USE AND DEVELOPMENT

The amendment is combined with a planning permit application for nineteen (19) lots. Details of the proposal are discussed in Part 2 of this Report.

SITE AND LOCALITY

Site characteristics

The Hilliard Christian School sits between Cheviot Road, Ransley Court, Amy Street, Sawyer Avenue and Dawkins Court. Vehicle access is via Cheviot Road. Frontage is via Cheviot Road and Ransley Court. The school has an overall area of 4.326 hectares. The northern section is flat land developed for sporting use. The school buildings are located generally in the middle of the site and positioned where the land transitions from a flat site to south-facing slopes (see Figure 2).



Figure 2 - Aerial image of the subject site and surrounds.

The southern part of the site has a gradient of 1 in 5 and consists largely of eucalypts trees above a modified and cleared understorey. There are no buildings in this location (see Figures 3 and 4)



Figure 3 – looking north to the site (between 3 and 5 Ramsley Court)



Figure 4 – vegetation on the subject land

The area of the rezoning is contained to the southern part of the site and about 12,500m² in size with frontage to Ransley Court (see Figure 5). The rezoning adjoins Ransley Court. The land that is now developed by Ransley Court was formerly part of the school and rezoned and developed by subdivision permit SU 11-95.



Figure 5 – extent of the school's land to be rezoned.

The site is 890 metres directly west of Main Road and approximately 1700 metres from Main Road by foot or car.

Adjoining land

The surrounding land is within the General Residential Zone, with a small park at 6 Ransley Court. The established character of nearby residential development is one of split-level, brick clad single dwellings on moderately sloping land. Most nearby dwellings enjoy vistas to the Derwent River to the south-east.

Planning scheme controls

The site is included in the Community Purpose Zone. Surrounding land is included in the General Residential Zone with the small pocket-park to the south in an Open Space Zone, and land to the southwest on Kiewa Rise in a Low Density Residential Zone. The site is subject to the Priority Vegetation Area overlay (see Figure 6).

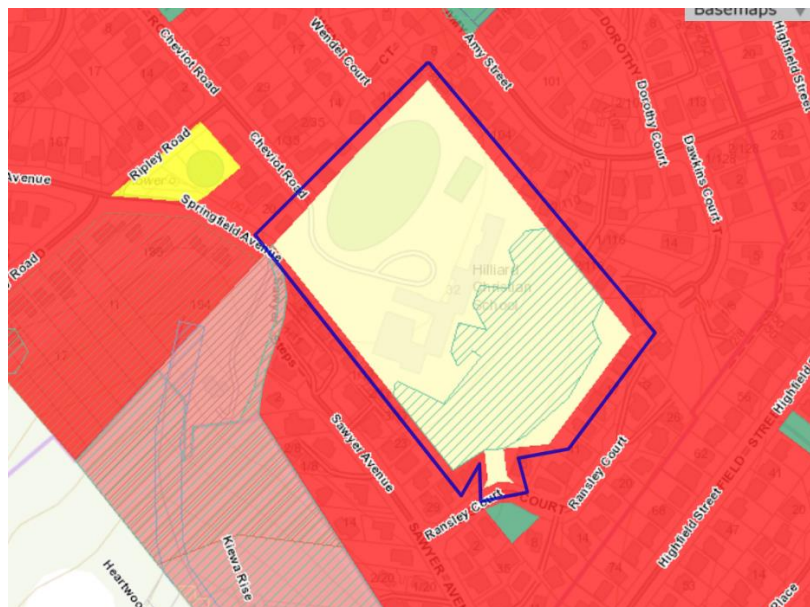


Figure 6: Zoning and Overlays under the TPS Glenorchy (Community Purpose in light yellow, General Residential in red, Open Space in green and Utilities in yellow). The priority vegetation area is a green striped area.

Infrastructure

The land can connect to existing reticulated water, sewer and stormwater services.

Environmental Values

The existing vegetation on the site is not recorded in TASVEG or Council databases as being within a vegetation community. Rather, all of the site is classified as FUR (urban areas). Nevertheless, the site contains remnant native vegetation and some species of value, which are discussed below.

Social and Economic Values

The applicant has argued that the land is surplus to any current or future educational need. This submission centres on the existing student numbers and approved capacity expansion, neither of which involve the subject area.

The area of rezoning corresponds with a notable change in topography. The increased gradient is less suitable for any educational or community use. While the area could be built upon for teaching areas, additional construction costs would be incurred. These additional construction costs would apply to any large floor area community use, such as healthcare. Smaller-scale community uses, such as affordable or aged-case accommodation would not be appropriate due to the limitations on passive recreation and pedestrian movement. While the land could potentially function as a passive recreation reserve, it lacks both sufficient size to form a significant stand-alone asset, or direct connectivity to form a network with nearby public reserves. For these reasons, plus the additional distance from Main Road, it is reasonable to conclude that the land surplus to school needs is not particularly suitable to other community-based land uses.

BACKGROUND

The applicant's planning report provides some details on school enrolments, noting that numbers range from 180 to 250 students. Permit PLN-20-158 provides for the redevelopment of the school by way of seven new general learning areas and a kindergarten to facilitate a kinder to year 12 curriculum. Once complete, the redevelopment will provide a capacity of around 350 students. Effectively, it is considered that the school is developed to its capacity and the land is surplus to any current or future need.

PART 1 - ASSESSMENT / STRATEGIC OUTCOMES

Local Strategy, Policy and Impacts

Rezoning

The rezoning relates to an under-utilised part of the site located to the rear of the school. The request demonstrates that this part of the site does not have the necessary physical characteristics to be developed for educational use and also that the land is surplus to the needs of the school. On this latter point, it is relevant to note that the school is increasing its capacity without need to use this part of the site.

Permitted uses in the Community Purpose Zone include education, public halls, offices for community organisations, sports and recreation and emergency services, while No Permit Required uses include passive recreation and natural and cultural values management. The topography, siting and area of the land in question does not lend itself to these other community purposes uses. It is considered unlikely that the land would be required for other community uses either in the short or long-term.

If it is accepted that the subject portion of land is surplus to the schools' needs and is unlikely to be sought out for other community purposes, it is reasonable to facilitate the disposal of the surplus land by rezoning.

In terms of zoning options, the General Residential Zone is considered to be the only viable option based on the adjoining land use and the location of the site.

The opportunity to redevelop the site for more housing is consistent with Council's Strategic Plan, as it presents an opportunity for more residents which in turn support the local economy. **Appendix 1** includes an assessment against the *Glenorchy Strategic Plan 2016-2025*.

The land can be serviced via connections to infrastructure along Main Road. TasWater (see **Appendix 3** – Comments from Referral bodies) were consulted on the proposal and indicated no objection to the planning scheme amendment and the potential to increase residential densities in the area. Council's traffic engineer has also indicated no concerns with increased traffic subject to detailed design considerations to be addressed via the permit (see **Appendix 3** – Comments from Referral bodies).

The vegetation on the land has been assessed as it is included in a Priority Vegetation Area under C7.0 Natural Asset Code. There are some natural values on the site, due to remnant vegetation as outlined in the applicant's flora and fauna assessment. However, the vegetation community is heavily modified with limited natural value below the canopy. A 'permit to take' under the *Threatened Species Protection Act 1995* has previously been issued for some of the threatened species identified on the site. From a strategic perspective, the native vegetation is not an impediment to development. The permit assessment considers the regulatory requirements.

Regional Strategy and Policy

To be approved, compliance with the *Southern Tasmania Regional Land Use Strategy 2010-2035* (STRLUS) must be demonstrated. **Appendix 1** includes an assessment against relevant STRLUS policies.

The amendment is consistent with STRLUS, as it will:

- Rezone land within the Urban Growth Boundary to a zone that facilitates urban density development opportunities.
- Assist Glenorchy reach its housing targets at appropriate density levels.

State Strategy and Policy

The amendment furthers the objectives in Schedule 1 of LUPAA, by promoting sustainable and orderly development through the more efficient use of underutilised, serviced, urban land and including the land in a General Residential Zone.

While the amendment will not result in any direct impacts on water quality, the combined planning permit application can be conditioned to manage water quality during development and promote consistency with the *State Policy on Water Quality Management 1997*.

The site is more than one kilometre from the coast, and therefore the State Coastal Policy does not apply.

Appendix 1 provides a detailed assessment of the amendment against the objectives of Schedule 1 of LUPAA and State Policies.

Statutory considerations

Section 32 of LUPAA provides for the contents of a Local Provisions Schedules, and Section 34 outlines the LPS Criteria. **Appendix 1** provides a detailed assessment of the amendment against the requirements of these provisions. The amendment is considered to satisfy all of the listed considerations.

CONCLUSIONS ON THE AMENDMENT

The amendment seeks to rezone underutilised school land within the Urban Growth Boundary to facilitate increased housing opportunities. A General Residential Zone reflects the zoning of the surrounding area, has been applied in line with the Commission's guidelines on the application of the State Planning Provisions, and is consistent with local policy and the Southern Tasmanian Regional Land Use Strategy and State policies.

For the above reasons, it is assessed that the proposed amendment is consistent with the objectives and other requirements of the *Land Use Planning and Approvals Act 1993* and should be prepared.

PART 2 - ASSESSMENT OF PLANNING PERMIT APPLICATION

Proposal in detail

The subdivision consists of 19 residential lots, a road reserve and a balance lot of the school site (see Figure 7). A copy of the plans is included in **Attachment 2**.



Figure 7 – proposed subdivision layout

Each lot has the following characteristics:

Table 1 – lot characteristics

Lot Number	Size (m ²)	Frontage (m)	Shape	Internal
1	629.8	8.21	Irregular	No
2	796.1	4.03	Irregular	Yes
3	498.6	13.27	Regular	No
4	454.9	18.25	Regular	No
5	472.7	18.25	Regular	No
6	526.3	18	Regular	No
7	587.4	20.2 (*)	Irregular	No
8	547.3	10.1 (*)	Irregular	No
9	798.6	4 (*)	Irregular	Yes
10	1088.6	4 (*)	Irregular	Yes
11	839.5	7.4 (*)	Irregular	No
12	670.6	8.4 (*)	Regular	No
13	628	6.1 (*)	Irregular	No
14	554.2	4 (*)	Regular	No
15	549.6	12.7 (*)	Regular	No

16	577.1	18.25	Regular	No
17	571.1	18.25	Regular	No
18	566.4	18.25	Regular	No
19	593.9	27.95	Irregular	No
(*) Scaled				

The subdivision layout is relatively straight forward. Road access is obtained from Ransley Court which is the only practical road access to the proposed subdivision. There is no other opportunity to connect to the surrounding road network. The area of the proposed subdivision is defined by Ransley Court and the topographical change between the school footprint and the remnant vegetation, gives no alternative to the proposed cul-de-sac. The topography of the site precludes a more intensive form of subdivision.

There are some complications in the subdivision layout in the detail. For instance, adjoining dwellings (at 3 and 5 Ransley Court) have established driveways running through the site. These occurred without easements and will be contrary to accepted separation distances between road junctions and driveways when the new road into the subdivision is created (if approved). The topography of the site and alignment of the road necessitates retaining walls which must be factored into driveway design. These issues are addressed in more detail in the subdivision assessment.

The subdivision proposal requires discretionary consideration as it relies on performance criteria to comply with some applicable standards under the zone and codes applying to the land. Assessment against these standards is discussed below. An assessment of the proposal against all relevant provisions of the Tasmanian Planning Scheme – Glenorchy is included in **Appendix 2 – Statutory assessment of planning permit application**. Full details of internal and external referrals are included in **Appendix 3 – Referrals**.

Discretions

8.6.1 Lot Design P1 - Gradient

The proposal has not demonstrated that each lot has a 10m x 15m building area with a gradient less than 1 in 5.

The performance criteria provides:

Each lot, or a lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to:

- (a) the relevant requirements for development of buildings on the lots;*
- (b) the intended location of buildings on the lots;*
- (c) the topography of the site;*
- (d) the presence of any natural hazards;*
- (e) adequate provision of private open space; and*
- (f) the pattern of development existing on established properties in the area.*

It is considered that each lot has a usable area for future residential use and development, as:

- Each lot has sufficient width and depth to accommodate a building within the building envelope that is set in the General Residential Zone.
- Potential siting of buildings on the lots is not constrained by existing infrastructure or by overlays other than the Priority Vegetation Area overlay (see discussion under C7.7.2)
- The topography is not unreasonable or excessive and is similar to that of Ransley Court and less steep than some areas of West Moonah, such as Atherton Avenue.
- The land is not constrained by natural hazards.
- Private open space can be provided for each lot in association with future dwelling design.
- The size, orientation and topography of the subdivision is similar to nearby residential development.

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

8.6.1 Lot Design P2 - Frontage

A number of lots have a frontage of less than the 12 m acceptable solution, as detailed in Table 1 – lot characteristics, above.

The performance criteria provides:

Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use, having regard to:

- (a) the width of frontage proposed, if any;*
- (b) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access;*
- (c) the topography of the site;*
- (d) the functionality and useability of the frontage;*
- (e) the ability to manoeuvre vehicles on the site; and*
- (f) the pattern of development existing on established properties in the area,*
and is not less than 3.6m wide.

Each lot exceeds the minimum 3.6m wide frontage (see Table 1). Each proposed frontage is for the sole use of a single lot, with the exception of a proposed mutual right of way over the access to lots 9 and 10.

Each lot has a safe and practical means of access to the subdivision road with no constraints on future dwelling designs to provide for car parking and manoeuvring on site. The submitted plans show retaining walls for road construction and concept plans have been provided to demonstrate that suspended garages can be achieved where appropriate to address the ability to manoeuvre vehicles on site, taking account of the topography of the land. Numerous

lots in the surrounding area have frontages of a similar width, adjoining Ransley Court and Sawyer Avenue.

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

8.6.1 Lot Design P4 – Solar Access

Each lot does not have a long axis between 30 degrees west and east of true north. Most lots have a long axis at approximately 45 degrees.

The performance criteria provides:

Subdivision must provide for solar orientation of lots adequate to provide solar access for future dwellings, having regard to:

- (a) the size, shape and orientation of the lots;*
- (b) the topography of the site;*
- (c) the extent of overshadowing from adjoining properties;*
- (d) any development on the site;*
- (e) the location of roads and access to lots; and*
- (f) the existing pattern of subdivision in the area.*

It is considered that solar access to future dwellings is not impeded by the subdivision design, as:

- Each lot is of a reasonable size and dimension to accommodate future buildings with design flexibility and options to site habitable areas to northern elevations, split roof lines or other means. Further, with the exception of the lots at the turning head, each lot on the southern side of the proposed road has width to contain garages to one side only and allow direct solar access to habitable parts of future development.
- There is no overshadowing resulting from topography or adjoining development, with adjoining development to the west or east of proposed lots. There is between a 5m and 10m change in elevation from the midpoint of the existing lots on the northern (top) side of Ransley Court and future lots adjoining these titles. The existing housing in Ransley Court is oriented with living space and decks facing south. Any future development on the subject site is likely (due to views) to have a similar orientation. Potential overlooking and overshadowing impacts would be addressed through development standards that provide a building envelope and setbacks for upper level decks and windows.
- The proposed lots have their long axis perpendicular to the alignment of the road, which follows the existing contour as closely as practicable.
- The proposed lot orientation provides for sufficient separation between potential future buildings on the land, and the existing pattern of subdivision development in the surrounding area, to avoid unreasonable impacts on solar access.

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

8.6.2 Roads P1 – New Road

As a new road is proposed, the following performance criteria applies:

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

- (a) any road network plan adopted by the council;*
- (b) the existing and proposed road hierarchy;*
- (c) the need for connecting roads and pedestrian and cycling paths, to common boundaries with adjoining land, to facilitate future subdivision potential;*
- (d) maximising connectivity with the surrounding road, pedestrian, cycling and public transport networks;*
- (e) minimising the travel distance between key destinations such as shops and services and public transport routes;*
- (f) access to public transport;*
- (g) the efficient and safe movement of pedestrians, cyclists and public transport;*
- (h) the need to provide bicycle infrastructure on new arterial and collector roads in accordance with the Guide to Road Design Part 6A: Paths for Walking and Cycling 2016;*
- (i) the topography of the site; and*
- (j) the future subdivision potential of any balance lots on adjoining or adjacent land.*

The Traffic Impact Assessment (TIA) has addressed the performance criteria under 8.6.2 P1. The findings and conclusion of the TIA have been accepted and deemed to satisfy the performance criteria by both Council's Transport Engineer and Development Engineer (see **Appendix 3 – Referrals**).

The subdivision maximises the connectivity, safety and convenience for vehicles, pedestrians and cyclists. The road design will accommodate safe traffic movements and be constructed to Council standards. The footpath can provide for pedestrian movements from the short cul-de-sac to the existing road network.

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

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction P1

According to the TIA, the proposed development is expected to increase vehicular traffic to and from the site by 141 vehicle movements per day which exceeds the amount of acceptable increase in Table C3.1. Therefore, the development is unable to comply with the acceptable solution and triggers an assessment against the performance criteria.

The performance criteria provides:

Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:

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

The TIA submitted with the application was assessed by Council's Traffic Engineer and details of that assessment are included in their referral response included in **Appendix 3**.

The TIA concludes that the additional vehicle movements generated by the development are not expected to cause any adverse safety, amenity or traffic efficiency issues. This view is based upon low rates of traffic generation relative to the existing capacity and the sight distance available at the new junctions.

As the performance criteria also require it to be shown that there are no adverse effects on the road network, officers requested the applicant to detail how the existing driveways to 3 and 5 Ransley Court will be accommodated in accordance with AS2890.1 due to the proposed new road.

3 and 5 Ransley Court

A plan was provided by the applicant that indicated that the location of the existing driveways to 3 and 5 Ransley Court in relation to the proposed new road would not comply with AS2890.1 regarding the distance from road to start of the driveways.

A solution has not been provided by the applicant with the reasoning being that part of the driveways to 3 and 5 Ransley Court have been illegally built on their land. Council records indicate that the location of the illegal driveways at 3 and 5 Ransley Court were not approved by Council. This matter of encroachment is a civil matter that will need to be resolved between the owners of 32 Cheviot Road, and 3 and 5 Ransley Court.

As part of the planning application for the proposed rezoning and new road for the subdivision, Council needs to be satisfied that there is a solution for driveway access to 3 and 5 Ransley Court. The fact that parts of the driveways are illegal is not relevant, the issue is that the proposed road affects the existing driveway access and a solution is required. It should also be noted that this issue would still be relevant if the driveways were not built on the developer's land.

To progress the application, Council's Traffic Engineer assessed the driveways to determine if a solution was likely to be achievable. Turning movements were roughly placed on possible driveway access locations, noting the driveway crossover at the kerb needs to be away from the proposed road and provide access to the garages at 3 and 5 Ransley Court and side of house for 5 Ransley Court, as shown in Figure 8 below.

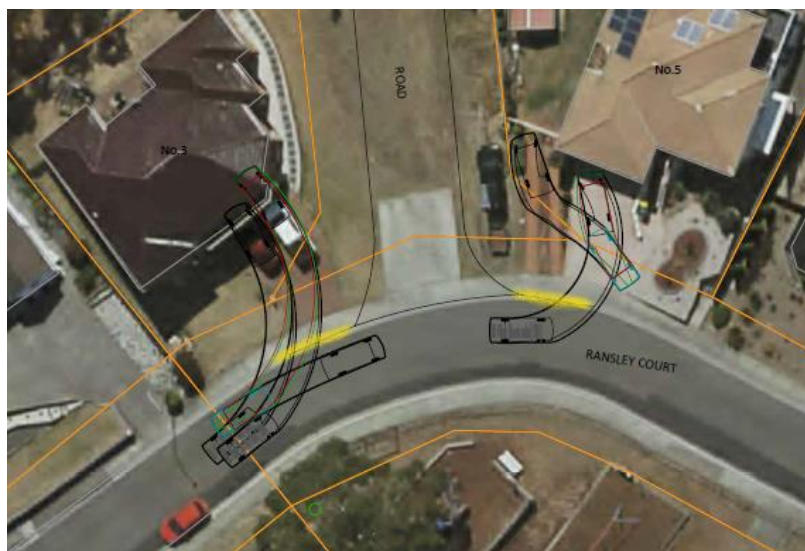


Figure 8 – Driveway Access to 3 and 5 Ransley Court

The driveway locations need to be as far as possible away from the road to enable pedestrian kerb ramps at the new road junction to be installed, sight lines to be achieved, reduce confusion for cars turning into driveways compared to road and reduce conflicts between cars getting into and out of driveway near a junction.

For the reasons above, under AS2890.1 a driveway crossover is required to be 6m from the turning point of the road kerb. The 6m is highlighted in yellow in Figure 8 above. As can be seen, the 6m is not achieved for the existing driveway crossovers or possible solution.

Based on the low volume of traffic to the 19-lot subdivision and sight lines of 45m for a residential driveway with a posted speed limit of 50km/h (AS2890.1) being met, Council's Traffic Engineer is satisfied that the driveway can be closer than that required in AS2890.1. Nevertheless, it should be noted that the further the driveways can be placed from the junction the better, ensuring sight lines are met.

The turning movements show that driveway access is achievable with modification to the driveways at 3 and 5 Ransley Court.

A site inspection was also undertaken which indicated that the grade of the modified driveways should be achievable, so that a car does not scrape when traveling along the driveway.

Based on the above, it is proposed to condition the permit. The condition will include that the developer must undertake an assessment against AS2890.1 including location from junction, pedestrian kerb ramps, sight lines and grade of driveways detail, and provide engineering drawings of the proposed solution for driveway access to 3 and 5 Ransley Court. Consultation with property owners will also be required of the developer, as part of the condition.

It should be noted that as works are likely to occur on 3 and 5 Ransley Court, these two properties have been included in the application.

Subject to the conditions identified above and based on the Traffic Engineer's assessment that a solution is feasible, the proposal is assessed as satisfying the performance criteria and is considered to satisfy this standard.

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

As each lot is within a priority vegetation area, an assessment against the performance criteria is required.

The performance criteria provides:

P1.1

Each lot, or a lot proposed in a plan of subdivision, within a priority vegetation area must be for:

- (a) subdivision for an existing use on the site, provided any clearance is contained within the minimum area necessary to be cleared to provide adequate bushfire protection, as recommended by the Tasmanian Fire Service or an accredited person;*
- (b) subdivision for the construction of a single dwelling or an associated outbuilding;*
- (c) subdivision in the General Residential Zone or Low Density Residential Zone;*
- (d) use or development that will result in significant long term social and economic benefits and there is no feasible alternative location or design;*
- (e) subdivision involving clearance of native vegetation where it is demonstrated that on-going pre-existing management cannot ensure the survival of the priority vegetation and there is little potential for long-term persistence; or*
- (f) subdivision involving clearance of native vegetation that is of limited scale relative to the extent of priority vegetation on the site.*

P1.2

Works associated with subdivision within a priority vegetation area must minimise adverse impacts on priority vegetation, having regard to:

- (a) the design and location of any works, future development likely to be facilitated by the subdivision, and any constraints such as topography or land hazards;*
- (b) any particular requirements for the works and future development likely to be facilitated by the subdivision;*
- (c) the need to minimise impacts resulting from bushfire hazard management measures through siting and fire-resistant design of any future habitable buildings;*
- (d) any mitigation measures implemented to minimise the residual impacts on priority vegetation;*
- (e) any on-site biodiversity offsets; and*
- (f) any existing cleared areas on the site.*

The flora and fauna assessment submitted with the application was assessed by Council's Environment Coordinator and details of that assessment are included in their referral response in **Appendix 3**.

It is considered that the proposal satisfies the needs test at P1.1 as it is for a subdivision in the General Residential Zone.

The proposal satisfies the impact test at P1.2, as:

- The level of impact on conservation outcomes is low, due to the condition of the vegetation.
- Threatened species considerations have been previously assessed through State government approval processes.

A condition to provide for weed management during construction on the site is recommended.

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

Conclusion

The proposal is relying on performance criteria to comply with applicable standards. The proposal is assessed as satisfying the performance criteria and complies with those standards as discuss above. The proposal is assessed as satisfying the acceptable solutions of the other relevant standards in the General Residential Zone, the Road and Railway Assets Code and the Natural Assets Code as detailed in **Appendix 2**.

Recommended conditions

The proposed use and development is assessed to be consistent with the requirements of the *Tasmanian Planning Scheme - Glenorchy*, the objectives of the *Land Use Planning and Approvals Act 1993* and relevant State Policies.

Should the amendment be prepared, it is recommended that a permit be granted for the proposed use and development of 19 lot subdivision at 32 Cheviot Road, and 3 and 5 Ransley Court, West Moonah subject to the following conditions:

Planning

1. Use and development shall be substantially in accordance with planning permit application No PLS43A-21/02 and Drawing submitted on 13 July 2021 (1 page) and 25 May 2022 (23 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 2021/01226-GCC, dated 4 August 2021, form part of this permit.

Development Engineering

3. Prior to the issuing of a Council-approved drawing or the commencement of works on site, (whichever occurs first), submit a Soil and Water Management Plan detailing proposed sediment and erosion control measures to the satisfaction of, and to be approved by, 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 or vegetation removal, and must be regularly inspected and maintained during the construction and demolition period to prevent soil and other

materials entering the local stormwater system, roadways or adjoining properties. The approved control measures must remain in place until such time as all construction activity likely to generate sediment has been completed or all disturbed areas have been stabilised using vegetation and/or restored or sealed to the satisfaction of the Council. The approved Soil and Water Management Plan (SWMP) forms part of this permit and must be complied with. Advice: For further information please refer to the Soil and Water Management Fact Sheets published by the Department of Primary Industries, Parks Waters and Environment. These are available from Council or online at www.derwentestuary.org.au

4. The cost of any alterations and/or reinstatement to existing services or private property incurred in proposed subdivisional works are to be borne by the developer. Any work so required is to be specified and undertaken by the appropriate Authority concerned.
5. The loading and unloading of goods, including building materials and equipment, from vehicles must only be carried out on the land.
6. Any damage to Council's assets, including services, footpaths, driveway crossings and nature strips must be promptly reported and then repaired to the requirements of Council's Development Engineer, at the developer's cost. The developer must obtain and submit with the Engineering Drawing, a comprehensive photographic record of the condition of the footpaths, driveways and nature strips at the road frontage to the site and adjacent to the site, prior to commencing construction.

The photographic record shall be relied upon to establish the extent of damage caused to Council's assets throughout construction. In the event that the developer fails to provide a pre-construction photographic record of the site then any damage to Council assets found on completion of the works shall be deemed to be the responsibility of the developer and shall be repaired at the developer's cost.

7. 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 suitably qualified, experienced engineer who will be required to certify practical completion of subdivision construction works. The appointed supervising engineer must be the primary contact person on matters concerning the subdivision. To comply with the condition requirements, the developer must submit engineering drawings demonstrating compliance with the requirements to the satisfaction of Council's Development Engineer prior to the issuing of the Council's approved drawing. All works required by this condition must be installed prior to the sealing of the Final Plan.
8. The design and construction of roads must be in accordance with Austroads Guide to Road Design Part 1-8.
 - (a) The materials used for roadworks must be in accordance with State Growth General Specification for Roadworks;
 - (b) Road reservation widths must be a minimum of eighteen (15) metres;
 - (c) The minimum carriageway widths (face of kerb – face of kerb) for the internal roads proposed must be six point nine metres (6.90m).

To comply with the above requirements, the developer must submit engineering drawings demonstrating compliance with the requirements specified in this condition, to the satisfaction of Council's Development Engineer, prior to the issuing of the Council's approved drawing.

All works required by this condition must be installed prior to the sealing of the Final Plans.

9. 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.
10. Prior to the commencement of works for any stage of the subdivision, the detailed design plans for footpaths and walkways in road reserves must be submitted to the satisfaction of, and to be approved by, Council's Development Engineer. The plans must show a level nature strip area adjacent to the kerb and gutter 600mm wide where no footpath is proposed, with a crossfall not exceeding 1:10. The plans must be to the satisfaction of Council's Development Engineer and must be in accordance with the LGAT Standard Drawings and have regard to Council's Footpath Policy.
11. Kerb ramps are to be provided at road crossings on pedestrian paths of travel, in accordance with Council's Standard Drawing GCC 11-11 and AS1428 Design for Access and Mobility, Part 4.1. Tactile ground surface indicators must be provided for kerb ramps and pedestrian refuge crossings in accordance with Council's Standard Drawing GCC 11-11 and AS1428 Design for access and Mobility, Part 4.1.
12. The design and construction of the driveway, parking, access and turning areas must generally comply with the Australian Standard, Parking facilities, Part 1: Off-Street Car parking, AS 2890.1 – 2004, to the satisfaction of Council's Development Engineer. Detailed engineering drawings showing the driveway and manoeuvring areas, internal service lines and connections to service mains, surface drainage collection, pavement composition and finished levels must be in accordance with the Australian Standard AS 2890.1 – 2004 Off-Street Parking and be submitted with the Engineering drawings for approval by Council's Development Engineer prior to the commencement of works on site and/or the issuing of Council's approved Engineering Drawings. The proposed driveway, access and parking must comply with the following:-
 - (a) Be constructed to a sealed finish and the finished gradient shall not exceed the maximum gradient of 20%;
 - (b) Vertical alignment shall include transition curves at all grade changes greater than 12.5%;
 - (c) All runoff from paved and driveway areas must be discharged into Council's stormwater system;
 - (d) The gradient of any parking areas must not exceed 5%;
 - (e) Minimum carriageway width is to be no less than 3.0 metres;

- (f) A right of way over lot 10 must be created in favour of lot 9 to enable access to lot 10 as shown on approved plan D-1-06-02; and
- (g) Driveways must be constructed and sealed onto the body of each new residential lot.

To comply with the above requirements, the developer must submit engineering drawings demonstrating compliance with the requirements to the satisfaction of Council's Development Engineer prior to the issuing of Council's approved engineering drawings and/or the commencement of works (whichever occurs first).

All works required by this condition must be installed prior to the sealing of a Final Plan.

13. The appropriate retaining structure, if required, must be design and certified by a suitably qualified Engineer. The form and certification must be submitted to and approved by Council prior to the issue of Council's approved engineering drawings.
14. All stormwater from the proposed development, including hardstand runoff, must be discharged to the Council's public stormwater system via gravity system. All costs associated with works required by this condition are to be met by the developer. Any creation, diversion and augmentation of Council owned stormwater assets must be designed and constructed to the satisfaction of Council's Hydraulics Engineer.
15. Prior to any commencement of works on site and/or the issuing of Council's approved drawing (whichever occurs first), new stormwater connection(s) to Council's public stormwater system onto the property boundary must be installed in accordance with the approved plans and available to connect to. The stormwater connection(s) must be constructed by a suitably qualified person to the satisfaction of Council.
16. Private sewer, stormwater and water services/connections are to be entirely separate to each lot in order to ensure that they are contained entirely within the lots served or covered by appropriate easements. Power and telephone connections must also be contained within their respective lots. A detailed services plan showing both the existing and the proposed (or as built) private services, Council mains and access to all lots on the site must be prepared by a civil engineer or a qualified designer and submitted to 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.
17. 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 suitably qualified person that clearly certifies that this condition has been satisfied and that all the work required by this condition has been completed. A "suitably 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.

18. The final plan and schedule of easements are 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.
19. The applicant must submit to Council a copy of the surveyor's field notes prepared to accompany the final plan.
20. The applicant must pay Council the amount of \$228.00 (incl. GST) per lot on the diagram to complete the measure up and record 'as constructed' data for all assets to be taken over by council prior to the sealing of a Final Plan. This amount is subject to annual adjustment with the Council Fees and Charges Register.
21. 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 developer's 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 developer's 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 Council takes over the stormwater assets.
22. Upon completion of the works, the road and drainage infrastructure must be subject to a twelve month defects liability period. At the time of issue of the Certificate of Practical Completion the applicant must lodge security with Council to the value of 5% of the work.
23. The developer must provide underground electrical reticulation for power and street lighting. Underground TasNetwork cables must be used subject to any underground

cables in joint use trenches complying with Council's Development Engineer and TasWater codes.

24. The developer must liaise with the relevant agency and make provision for the installation of communication cabling to service each lot of the development.
25. Any proposed changes to the approved drawings are to be properly documented; the approved engineering drawings affected by any proposed change must be resubmitted for approval prior to the start of the works.
26. Prior to the sealing of a Final plan, evidence must be provided to Council's Development Engineer that the development meets the requirements of TasWater.
27. A detailed estimate for the works must be provided and payment of the engineering assessment fee must be made prior to the issuing of Council's approval of the engineering design for each stage. Under the current Council Resolution, the engineering assessment fee is 2% of the value of works, or a minimum of \$900.00. This amount is subject to annual adjustment in accordance with the Council fees and charges register. Construction must not commence until the approved engineering plans have been issued.
28. Prior to sealing of the plan of subdivision, all approved subdivision infrastructure works must be completed in accordance with the approved engineering plans and the requirements of Council's Development Engineer. Financial guarantees covering the cost of the uncompleted and unsecured works prior to the completion of approved Council infrastructure will not be permitted to be lodged.
29. The final plan and schedule of easements must include, to the satisfaction of the Council's Hydraulics Engineer, drainage easements in favour of the Glenorchy City Council over the public stormwater infrastructure, any natural water courses and overland flow paths passing through the lots shown on the plan. Easements shall have adequate width, to the satisfaction of the Council's Hydraulics Engineer, to ensure that the proposed public stormwater reticulation system and designated overland flow paths are fully protected under relevant legislation and regulations. All costs associated with works required by this condition are to be met by the developer.

Traffic Engineering

30. 'Give way' line marking, and signage must be installed on the new road at the junction with Ransley Street in accordance with the standards, prior to issue of titles.
31. The developer must undertake an assessment of the proposed driveways to 3 and 5 Ransley Court in accordance with AS2890.1 and submit to Council, to the satisfaction of the Director of Infrastructure and Works. The assessment must include location from junction, pedestrian kerb ramps, sight lines and grade of driveways. The assessment must be submitted with the engineering drawings for subdivision.
32. The developer must undertake detailed engineering design drawings of the proposed driveways to 3 and 5 Ransley Court including long and cross sections and submit these to Council to the satisfaction of the Director of Infrastructure and Works. These

drawings must be submitted with the engineering drawings for the subdivision and will form part of the approved engineering drawings.

33. The developer must provide evidence of consultation with property owners at 3 and 5 Ransley Court as part of the development and detail of the engineering design drawings for the proposed driveways to 3 and 5 Ransley Court, West Moonah.

Hydraulic Engineering

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

35. Engineering design drawings must be submitted and approved, prior to commencement of work. The engineering drawings must:

- a) Be certified by a suitably qualified and experienced Engineer.
- b) Show in both plan and long-section the proposed stormwater mains, including but not limited to, connections, flows, velocities, hydraulic grade lines, clearances, cover, gradients, sizing, material, pipe class, adequate working platforms around manholes, easements and inspection openings.
- c) Include the associated calculations and catchment area plans. The stormwater main must be sized to accommodate at least the 5% AEP flows from a fully developed catchment.
- d) Include provision for future development within the catchment to be adequately and efficiently serviced, i.e via appropriate easements.
- e) Clearly distinguish between public and private infrastructure.
- f) Show the final Lot boundaries, with each Lot serviced separately by Council infrastructure and all private plumbing contained within each Lot.
- g) Specify lot connection sizes, depths and locations such that as much as practicable of the lots can be drained via gravity.
- h) Show any existing connections. Any redundant connections must be sealed by the Council at the owner's expense prior to sealing of the final plan.
- i) Be substantially in accordance with the LGAT Standard Drawings and Tasmanian Subdivision Guidelines 2013.

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

36. In accordance with Clause 5 of GCC's Stormwater Management Policy, stormwater quality treatment is to be offset via a cash contribution. The applicant is to pay a cash

contribution of \$38,000 to Council in lieu of providing WSUD on site, prior to sealing the plan of survey.

37. Digital copies of a post construction work CCTV video and associated report(s) of any proposed Council stormwater main must be submitted to Council after completion of all work but prior to the issue of any Certificate of Completion.
38. A design must be submitted showing that the minor stormwater drainage system is designed to accommodate a 5% AEP storm event, details of which must be submitted in association with a Building Permit Application.
39. The development must incorporate the On-Site Piped Detention (OSD) as part of the development as presented in stormwater management memo Rev 3 and DWG D-1-06-01, DWG D-1-06-02 Rev B, prepared by AD design + Consulting. The onsite piped detention element and its associated components must be designed and constructed to the satisfaction of the Council's Senior Civil Engineer and completed prior to the sealing of the final plan / issue of a completion certificate. On Site Piped Detention modelling results must be provided along with the detailed engineering design, to the satisfaction of Council's Senior Civil Engineer, in association with a Building Permit Application.

In association with a Building Permit Application, the Onsite Piped Detention Maintenance Scheme must be submitted for approval, to the satisfaction of Council's Senior Civil Engineer, defining the maintenance method and frequency for Onsite Piped Detention element incorporated in the development.

40. An adequate overland flow path must be maintained through the site, such that flows are excluded from the dwelling and not redirected onto third-party land, for the 1% AEP as at 2100 (including climate change loading) storm event.
41. Plans certified by a suitably qualified and experienced engineer as meeting the above requirement must be submitted prior to issue of any consent under the Building Act 2016. The detailed design drawings and associated documentation of the overland flow path must include:
 - a) Detail overland flow paths including supporting cross section and flow calculations.
 - b) Be designed to accommodate a storm with a 1% AEP plus climate change loading.
 - c) Demonstrate no diversion of the overland flows onto third-party property.

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

42. An overland flow path and drainage easement between the lots 5 and 6 must be kept clear at all times for the free flow of water. Stabilization of batter (smooth transition) between the footpath and the lot 6 boundary over the drainage easement must be

provided to maintain the overland land flow path and to stop diversion of flood water into third party land.

43. Sediment and erosion control measures sufficient to prevent sediment from leaving the site must be installed prior to the commencement of work and maintained until such time as all disturbed areas have been stabilised and/or restored or sealed to the Council's satisfaction.

Environment

44. A Weed Management Plan identifying methods to control weeds and the spread of soil-based pathogens must be submitted to and approved by Council's Environment Coordinator prior to the commencement of works. The works identified in the Weed Management Plan must be carried out prior to completion of the subdivision development.

The Weed Management Plan must identify how the following matters will be addressed:

- a) During all works appropriate hygiene measures must be undertaken prior to any machinery entering and leaving the site as outlined in the *Weed and Disease Planning and Hygiene Guidelines - Preventing the spread of weeds and diseases in Tasmania* (DPIPWE, Stewart and Askey-Doran, 2015).
- b) The contractor must keep evidence of machinery cleaning and inspections.
- c) No potentially contaminated material may be removed from or introduced into the site.
- d) A follow-up weed inspection of the works area is recommended to establish if post-works treatment is warranted for any proliferation of weeds due to the project disturbance – the inspection should be undertaken in spring or summer within a year of works but not sooner than three months after completion.

Open Space Contribution

45. Payment of an amount to Council is required in accordance with Section 117 of the *Local Government (Building & Miscellaneous Provisions) Act 1993*, to the equivalent of five percent of the unimproved value of the whole area shown on the plan of subdivision as determined by a registered valuer engaged by the developer at their expense.

Advice to Applicant:

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

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.

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

TasNetworks

Consideration should be given to the electrical infrastructure works that will be required to ensure a supply of electricity can be provided to each lot. To understand what these requirements may entail, it is recommended the proponent to contact TasNetworks Early Engagement team at early.engagement@tasnetworks.com.au at their earliest convenience.

Threatened flora

In the event of any threatened flora being located during construction, work should stop at that specific location until a permit to 'take' is obtained from DPIPWE. A record is to be made of the finding and submitted to the Natural Values Atlas.

Threatened fauna

In the event of any threatened fauna species or threatened fauna habitat being located, work should stop until a permit to 'take' is obtained from DPIPWE. A record is to be made of the finding and submitted to the Natural Values Atlas.

Stormwater connection and work within road reservation

To ensure the connection(s) are constructed to Council's satisfaction, the developer must contact Council, by completing the Stormwater Connection Request Form, to arrange a visual inspection by Council of any alterations or works to Council's public stormwater network.

The developer must also have paid in full the stormwater connection inspection fee defined in Council's Fees and Charges prior to arranging the inspection and provide a minimum two (2) working-day notification in advance to Council's Road Maintenance and Stormwater Coordinator for the inspection to occur.

Any alternations or works performed on Council's stormwater system must remain uncovered until the completion of the inspection. If there is failure to provide notification in advance or to expose the connection for the visual inspection, Council may choose to expose the connection(s) and reinstate after the inspection at full cost to the applicant. An inspection fee specified in Council's Fees and Charges is applied and must be paid by the applicant in full.

Prior to the commencement of any work within the road reservation by a private contractor, the contractor must obtain a road opening permit from the Council's Facilities Co-ordinator. This permit must include items such as hours of work, road safety, reinstatement, soil and water management, etc. Both the Stormwater Connection Request form and the Road Opening Permit Application Form are available via Council's website. Please contact Council's Facilities Compliance Officer on (03) 62166800 to organise for Council to provide the Permit.

Recommendation:

- A. That pursuant to Section 40D (a)(i) of the *Land Use Planning and Approvals Act 1993*, the Planning Authority agrees to prepare Amendment PLS43A-21/02 to the Glenorchy Local Provisions Schedule to rezone part of 32 Cheviot Road, West Moonah to a General Residential Zone as shown in **Attachment 1**.
- B. That having decided to prepare the amendment, the Planning Authority certifies pursuant to Section 40F of the *Land Use Planning and Approvals Act 1993* that the draft amendment meets the *Land Use Planning and Approvals Act 1993*.
- C. That in accordance with Section 40Y of the *Land Use Planning and Approvals Act 1993*, the Planning Authority agrees to grant a permit for a nineteen (19) lot subdivision at 32 Cheviot Road, West Moonah and 3 and 5 Ransley Court West Moonah subject to the conditions identified in this report.
- D. That, in accordance with Section 40G of the *Land Use Planning and Approvals Act 1993*, the Planning Authority places the amendment and permit on public exhibition for a period of 28 days.

Attachments/Annexures

1 Amendment documents



2 Subdivision plans



3 TasWater Conditions



Appendix 1 Statutory Assessment – Response to criteria requirements for Local Provisions Schedule under LUPAA

Section 34(2) of LUPAA requires a relevant planning instrument to meet all of the following criteria:

(a) contains all the provisions that the SPPs specify must be contained in an LPS

The draft amendment seeks to rezone the land and uses one of the suite of zones available under the SPPs. The application of the zone has been applied in line with Section 8A Guideline No 1- Local Provisions Schedule (LPS): zone and code application.

The application of a General Residential Zone is appropriate as:

GRZ1: The land is not targeted for higher density given its distance from municipal activity centres; and it can be connected to a reticulated water supply and sewerage system (noting that some upgrades to existing infrastructure will be required).

GRZ2: The land is not identified as ‘future urban’.

GRZ3: The land is not constrained by natural values or hazards.

(b) is in accordance with [section 32](#)

This section identifies the technical aspects of a LPS such as inclusion of zone maps and overlay, and what additional local provisions can be included, if permitted to do so, to add to or override the SPPs. No local provisions are proposed. The zone map is proposed to be updated.

(c) furthers the objectives set out in Schedule 1 of LUPAA

Assessment of the amendment against the Schedule 1 objectives is provided in the following table.

Part 1 Objectives	Comment
(a) <i>to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity;</i>	The amendment enables the efficient use of underutilised land by including land within the Urban Growth Boundary within a General Residential Zone. The topography, which is unsuited to community use, is suitable for residential development and is typical of much of the broader area and less steep than recent land releases further west of the site (e.g., Kiewa Rise and Chaucer Road in the City of Hobart). The site is fully serviced and adjoins a public open space lot opposite the proposed new road. Larger public open space reserves exist to the north at the Amy Street Community Park and east at the Gerrard Street Reserve.
(b) <i>to provide for the fair, orderly and sustainable use and development of air, land and water;</i>	The site is surplus to current and future community use. The land subject to the rezone is suitable for residential use which will occur in a fair, orderly and sustainable manner. Rezoning to residential is orderly as the site is within a residential setting. The rezoning is sustainable as the impact to natural values is minimal given the existing condition of the vegetation.
(c) <i>to encourage public involvement in resource management and planning;</i>	The statutory process for amendment requests involves a public notification period. Any representations received will be considered by the Planning Authority. The Planning Authority is required to report on any representations to the Tasmanian Planning Commission, which in turn may hold public hearings into representations.
(d) <i>to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c);</i>	By increasing opportunities for housing the proposal will, in turn, bring in new residents to support local business and services, having a positive economic outcome.
(e) <i>to promote the sharing of responsibility for resource management and planning between the different</i>	The proposal has been considered by TasWater, who indicated no objection to the amendment or the planning permit application (subject to conditions). The proposal will

<i>spheres of Government, the community and industry in the State;</i>	have limited impact at the State government level. The proposal will not impact on the attainment of this objective.
Part 2 Objectives	
<i>(a) to require sound strategic planning and co-ordinated action by State and local government;</i>	The amendment represents the efficient use of unconstrained and serviced land. Applying a more appropriate zone to land within the Urban Growth Boundary is a sound strategic planning response.
<i>(b) to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land;</i>	The amendment uses a zone from the suite of zones available under the State Planning Provisions, and the zone is considered to be applied in accordance with the regional strategy.
<i>(c) to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land;</i>	The effects on the environment are considered in the flora and fauna assessment. The social and economic benefits of the rezoning are significant given the opportunity for housing, associated construction activity and the better use of surplus land.
<i>(d) to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels;</i>	The rezoning of the land will facilitate increased housing options within the metropolitan area and is considered to align with land use management policies at a State, regional and local level.

(e) <i>to provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals;</i>	The proposal is a combined planning scheme amendment and planning permit application. The proposal was referred to TasWater, who indicated it had no objection to the amendment, and supported the grant of the planning permit application subject to conditions. Requirements for redevelopment of the site have, as far as practical under the State Planning Provisions, been considered.
(f) <i>to promote the health and wellbeing of all Tasmanians and visitors to Tasmania by ensuring a pleasant, efficient and safe environment for working, living and recreation;</i>	The proposal will enable the provision of additional housing stock within the urban area.
(g) <i>to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value;</i>	There are no known or listed historical, scientific, aesthetic, architectural or special cultural values on the site.
(h) <i>to protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community;</i>	No adverse consequence will arise for TasWater, Council or TasNetworks' infrastructure.
(i) <i>to provide a planning framework which fully considers land capability.</i>	The proposal includes a planning permit application, which has demonstrated that the site is capable of residential use and development.

(d) is consistent with each State policy;

Assessment of the amendment against the various policies is provided in the following table.

State Policy	Comment
<i>State Policy on the Protection of Agricultural Land 2000.</i>	The proposal does not involve the conversion of prime agricultural land to non-agricultural use.
<i>State Policy on Water Quality Management 1997</i>	The proposed amendment <i>per se</i> would not result in an increase in sediment transport to surface waters. A planning permit condition is recommended, should the planning permit application be approved, that appropriate water quality management measures are put in place at the time of works.
<i>State Coastal Policy 1996.</i> The key principles of the policy are: • Natural and Cultural values of the coast shall be protected. • The coast shall be used and developed in sustainable manner • Integrated management and protection of the coastal zone is a shared responsibility.	The site is not subject to the <i>State Coastal Policy</i> .

<i>National Environmental Protection Measures</i> National Environment Protection Measures (NEPM) are automatically adopted as State Policies under section 12A of the <i>State Policies and Projects Act 1993</i> and are administered by the Environment Protection Authority. The principles are: • ambient air quality • ambient marine, estuarine and fresh water quality • the protection of amenity in relation to noise (but only if differences in markets for goods and services) • general guidelines for the assessment of site contamination • environmental impacts associated with hazardous wastes • the re-use and recycling of used materials. Principle 5 of the NEPM states that planning authorities <i>'that consent to developments, or changes in land use, should ensure a site that is being considered for development or a change in land use, and that the authorities ought reasonably know if it has a history of use that is indicative of potential contamination, is suitable for its intended use.'</i>	There are no known contamination issues associated with the land.
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(da) satisfies the relevant criteria in relation to the TPPs;

The Tasmanian Planning Policies have not been implemented.

(e) as far as practicable, is consistent with the regional land use strategy, if any, for the regional area in which is situated the land to which the relevant planning instrument relates;

The regional land use strategy for Glenorchy is the Southern Tasmanian Regional Land Use Policy 2010-2035 (STRLUS). Comments against the relevant STRLUS strategies are provided below.

Relevant STRLUS strategies	Comment
Biodiversity and Geodiversity BNV 1: Maintain and manage the region's biodiversity and ecosystems and their resilience to the impacts of climate change. BNV 1.1: Manage and protect significant native vegetation at the earliest possible stage of the land use planning process. Where possible, avoid applying zones that provide for intensive use or development to areas that retain biodiversity values that are to be recognised and protected by the planning scheme.	The rezoning will lead to the clearance of remnant vegetation. The ecological value of the remnant vegetation is detailed in the flora and fauna report submitted to Council. Due to the need to manage bushfire risk, the vegetation is heavily modified and the ecological value is limited. Redevelopment of the land for residential purposes at suburban densities do not conflict with these strategies.
Recreation and Open Space ROS 1 Plan for an integrated open space and recreation system that responds to existing and emerging needs in the community and contributes to social inclusion, community connectivity, community health and well being, amenity, environmental sustainability and the economy.	While the site is in close proximity to a pocket park in Ransley Court this is flagged for removal by Council. However, there are other areas of open space in the vicinity including Walch Avenue and Gerrard Street.

ROS 1.5: Provide for residential areas, open spaces and other community destinations that are well connected with a network of high quality walking and cycling routes. ROS 1.6: Subdivision and development is to have regard to the principles outlined in 'Healthy by Design: A Guide to Planning and Designing Environments for Active Living in Tasmania'.	
Social Infrastructure SR 1.2: Match location and delivery of social infrastructure with the needs of the community and, where relevant, in sequence with residential land release. SR 1.4: Identify and protect sites for social infrastructure, particularly in high social dependency areas, targeted urban growth areas (both infill and greenfield) and in identified Activity Centres.	The area is surplus to current and future educational needs. The topography of the site and separation from Main Road activity areas limits the suitability for other community purposes.
Physical Infrastructure PI 1: Maximise the efficiency of existing physical infrastructure PI 1.1 Preference growth that utilise under-capacity of existing infrastructure through the regional settlement strategy and Urban Growth Boundary for metropolitan area of greater Hobart.	The amendment seeks to rezone land within the Urban Growth Boundary to a zone that facilitates urban density development opportunities. The proposal was referred to TasNetworks and TasWater, who indicated no objection to the rezoning. The proposal is therefore consistent with these strategies.
Land Use and Transport Integration LUTI 1: Develop and maintain an integrated transport and land use planning system that supports economic growth, accessibly and modal choice in an efficient, safe and sustainable manner.	The proposal is consistent with this strategy as it will facilitate residential development at suburban densities adjacent to exiting local road infrastructure.
Settlement and Residential Development	The amendment provides for new residential development opportunities within the Urban Growth Boundary and will assist Glenorchy to reach its greenfield development targets at an appropriate density level.

SRD 1 Provide a sustainable and compact network of settlements with Greater Hobart at its core, that is capable of meeting projected demand. SRD 1.5 Encourage land zoned General Residential to be developed at a minimum of 15 dwellings per hectare (net density). SRD 2 Manage residential growth for Greater Hobart on a whole of settlement basis and in a manner that balances the need for greater sustainability, housing choice and affordability. SRD 2.1 residential growth for Greater Hobart is to occur through 50% infill development and 50% greenfield development. SRD 2.7 Distribute residential infill growth across the existing urban areas for the 25 year planning period as follows [Glenorchy LGA 40 % (5300 dwelling)]. SRD 2.10 Investigate the redevelopment to higher densities potential of rural residential areas close to the main urban extent of Greater Hobart. SRD 2.11 Increase the supply of affordable housing.	In line with SRD 2.10, the subject area is considered to be more appropriately zoned for general residential densities given it is: surrounded by residential development at suburban densities, can be connected to reticulated services and is adjacent to existing road infrastructure, and is free from hazards. Rezoning the land to facilitate residential densities more appropriate to its urban location will assist in reducing urban sprawl. While housing affordability is increasingly difficult to achieve in the current Hobart market, increasing the supply of housing does contribute to improving housing affordability. For the above reasons, it is considered that the amendment is consistent with these strategies.
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(f) has regard to the strategic plan, prepared under [section 66 of the Local Government Act 1993](#) , that applies in relation to the land to which the relevant planning instrument relates

The municipal strategic plan is the *Glenorchy Strategic Plan 2016-2025*. The amendment is consistent with the following objectives:

- 2.1 Stimulate a prosperous economy:

By providing increased housing opportunities within the existing urban area of Glenorchy, the amendment provides an opportunity for new residents to live closer to where they work, and/or to live close to businesses and services and support the local economy.

(g) as far as practicable, is consistent with and co-ordinated with any LPSs that apply to municipal areas that are adjacent to the municipal area to which the relevant planning instrument relates;

There are no LPSs in effect in the neighbouring municipalities.

(h) has regard to the safety requirements set out in the standards prescribed under the [Gas Safety Act 2019](#) .

The site is not located in the vicinity of the gas secondary distributor pipeline.

Appendix 2 – Statutory assessment of planning permit application

State Policies and objectives of 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.

There are no inconsistencies with any other State policies or with the objectives of LUPAA.

Tasmanian Planning Scheme – Glenorchy

Exemptions (Tables 4.1 – 4.6)

There are no exemptions relevant to the application.

Planning Scheme Operation (Does a General Provision, Specific Area Plan (SAP), Site- Specific Qualification (SSQ) or Code override Zone provisions?)

No SAP, SSQ or Code provisions override Zone provisions in this assessment.

Use Class Description (Table 6.2)

Nil, subdivision is 'class less'.

Other relevant definitions (Clause 3.0)

Applicable standard means as defined in subclause 5.5.2, 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.

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

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.

Road means land over which the general public has permanent right of passage, including the whole width between abutting property boundaries, all footpaths and the like, and all bridges over which such a road passes.

Sensitive use means a residential use or a use involving the presence of people for extended periods except in the course of their employment such as a caravan park, childcare centre, dwelling, hospital or school.

Zones

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

Zone Purpose Statements

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

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

8.1.3 To provide for non-residential use that:

(a) primarily serves the local community; and

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

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

The proposed subdivision is in keeping with the purpose statements of the General Residential Zone as the proposal would provide for a range of dwelling types where full infrastructure and services can be provided.

Use Table

N/A.

Compliance with Use, Development and Subdivision Standards and relevant Codes are identified in the following table

8.0 General Residential Zone

Standard	Acceptable Solution	Proposed	Complies?
8.6 Development Standards for Subdivision			
8.6.1 Lot Design	A1 Each lot, or a lot proposed in a plan of subdivision, must: (a) have an area of not less than 450m ² and: (i) be able to contain a minimum area of 10m x 15m with a gradient not steeper than 1 in 5, clear of: a. all setbacks required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; and b. easements or other title restrictions that limit or restrict development; and (ii) existing buildings are consistent with the setback required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; (b) be required for public use by the Crown, a council or a State authority; (c) be required for the provision of Utilities; or (d) be for the consolidation of a lot with another lot provided each lot is within the same zone.	Each lot complies with A1 other than for gradient. The information submitted does not contain detailed contours from a site survey. It is necessary to rely on broader contour information which suggests that the site has a gradient of 1 in 5. The application is assessed on the basis that each lot has a 10m x 15m gradient on a site steeper than 1 in 5.	No See report for discussion.
	A2 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a frontage not less than 12m.	A number of lots have a frontage of less than 12m.	No See report for discussion.

Standard	Acceptable Solution	Proposed	Complies?
	A3 Each lot, or a lot proposed in a plan of subdivision, must be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.	Each lot has practical access in accordance with Council, acting as a road authority, requirements.	Yes
	A4 Any lot in a subdivision with a new road, must have the long axis of the lot between 30 degrees west of true north and 30 degrees east of true north.	Most lots have a long axis between 45 degrees west of true north and 45 degrees west of true north.	No See report for discussion.
8.6.2 Roads	A1 The subdivision includes no new roads.	The subdivision includes a new road.	No See report for discussion.
8.6.3 Services	A1 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a full water supply service.	Each lot can be connected.	Yes
	A2 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a full water supply service.	Each lot can be connected.	Yes
	A3 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral	Each lot is to be connected.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	reserve or Utilities, must be capable of connecting to a public stormwater system.		

C2.0 Parking and Sustainable Transport Code

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

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

Standard	Acceptable Solution	Proposed	Complies?
	$N = A + (C - B)$ N = Number of on-site car parking spaces required A = Number of existing on site car parking spaces B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1 C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.		
C2.5.2 Bicycle parking numbers	A1 Bicycle parking spaces must: (a) be provided on the site or within 50m of the site; and (b) be no less than the number specified in Table C2.1.	Not required	N/A

Standard	Acceptable Solution	Proposed	Complies?
C2.5.3 Motorcycle parking numbers <i>This applies to:</i> <i>Business and Professional Services;</i> <i>Community Meeting and Entertainment;</i> <i>Custodial Facility;</i> <i>Crematoria and Cemeteries;</i> <i>Educational and Occasional Care;</i> <i>Food Services;</i> <i>General Retail and Hire;</i> <i>Hospital Services;</i> <i>Hotel Industry;</i> <i>Pleasure Boat Facility;</i> Residential if for a communal residence, multiple dwellings or hostel use; <i>Sports and Recreation; and</i> <i>Tourist Operation.</i>	A1 The number of on-site motorcycle parking spaces for all uses must: (a) be no less than the number specified in Table C2.4; and (b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.	Not required	N/A
C2.5.4 Loading bays <i>This applies to:</i> <i>Bulky Goods Sales;</i> <i>General Retail and Hire;</i>	A1 A loading bay must be provided for uses with a floor area of more than 1000m ² in a single occupancy.	Not required	N/A

Standard	Acceptable Solution	Proposed	Complies?
<i>Manufacturing and Processing; and Storage.</i>			
C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone <i>This applies to:</i> <i>Business and Professional Services;</i> <i>Community Meeting and Entertainment;</i> <i>Educational and Occasional Care;</i> <i>Emergency Services;</i> <i>Food Services;</i> <i>General Retail and Hire;</i> <i>Sports and Recreation; and</i> <i>Utilities, if not for minor utilities.</i>	A1 Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, on-site car parking is not required for: (a) Food Services uses up to 100m ² floor area or 30 seats, whichever is the greater; and (b) General Retail and Hire uses up to 100m ² floor area provided the use complies with the hours of operation specified in the relevant Acceptable Solution for the relevant zone.	Not required	N/A
C2.6 Development Standards for Building Works			
C2.6.1 Construction of parking areas	A1 All parking, access ways, manoeuvring and circulation spaces must:	Parking and driveway area proposed to be paved surface and surfaced water are to be drained to the stormwater connection.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and (c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.		
C2.6.2 Design and layout of parking areas	A1.1 Parking, access ways, manoeuvring and circulation spaces must either: (a) comply with the following:	Layout and gradients are provided in accordance with the AS2890.1.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(i) have a gradient in accordance with <i>Australian Standard AS 2890 - Parking facilities, Parts 1-6</i>; (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; (iii) have an access width not less than the requirements in Table C2.2; (iv) have car parking space dimensions which satisfy the requirements in Table C2.3; (v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;		

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

Standard	Acceptable Solution	Proposed	Complies?
	<i>2890.6:2009 Parking facilities, Off-street parking for people with disabilities. [S35]</i>		
C2.6.3 Number of accesses for vehicles	A1 The number of accesses provided for each frontage must: (a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater.		Yes
	A2 Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.		N/A
C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone	A1 In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roads and pedestrian paths serving 5 or more car parking spaces, which are used outside daylight hours, must be provided with lighting in accordance with Clause 3.1 “Basis of Design” and Clause 3.6 “Car Parks” in <i>Australian Standard/New Zealand Standard AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part</i>		N/A

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

Standard	Acceptable Solution	Proposed	Complies?
	In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.		
C2.6.6 Loading bays	A1 The area and dimensions of loading bays and access way areas must be designed in accordance with <i>Australian Standard AS 2890.2–2002, Parking facilities, Part 2: Offstreet commercial vehicle facilities</i> , for the type of vehicles likely to use the site.		N/A
	A2 The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with <i>Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities Offstreet commercial vehicle facilities</i> .		N/A
C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone	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.		N/A

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

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

Footnotes

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

C3 Road and Railway Assets Code

Standard	Acceptable Solution	Proposed	Complies?
C3.5 Use Standards			
C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction	A1.1 For a category 1 road or a limited access road, vehicular traffic to and from the site will not require: (a) a new junction; (b) a new vehicle crossing; or (c) a new level crossing. A1.2 For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority. A1.3 For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority. A1.4 Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than: (a) the amounts in Table C3.1; or	Vehicular traffic is expected to increase over 40 vpd. TIA addresses the traffic generation and concludes the performance criteria are satisfied.	No See report for discussion

Standard	Acceptable Solution	Proposed	Complies?
	(b) allowed by a licence issued under Part IVA of the <i>Roads and Jetties Act 1935</i> in respect to a limited access road. A1.5 Vehicular traffic must be able to enter and leave a major road in a forward direction.		
C3.6 Development Standards for Buildings and Works – N/A			
C3.7 Development Standards for Subdivision			
C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area	A1 A lot, or a lot proposed in a plan of subdivision, intended for a sensitive use must have a building area for the sensitive use that is not within a road or railway attenuation area.	N/A	N/A

C7.0 Natural Assets Code

Standard	Acceptable Solution	Proposed	Complies?
C7.6 Development Standards for buildings and works – N/A			
C7.7 Development Standards for Subdivision			
C7.7.1 Subdivision within a waterway and coastal protection area or a future coastal refugia area	n/A		N/A
C7.7.2 Subdivision within a priority vegetation area	A1 Each lot, or a lot proposed in a plan of subdivision, within a priority vegetation area must: (a) be for the purposes of creating separate lots for existing buildings; (b) be required for public use by the Crown, a council, or a State authority; (c) be required for the provision of Utilities; (d) be for the consolidation of a lot; or (e) not include any works (excluding boundary fencing), building area, bushfire hazard management area, services or vehicular access within a priority vegetation area.	The subdivision includes works and building areas within the priority vegetation area and does not meet (e).	No See report for assessment

Appendix 3 – Comments from Referral bodies

INTERNAL REFERRALS

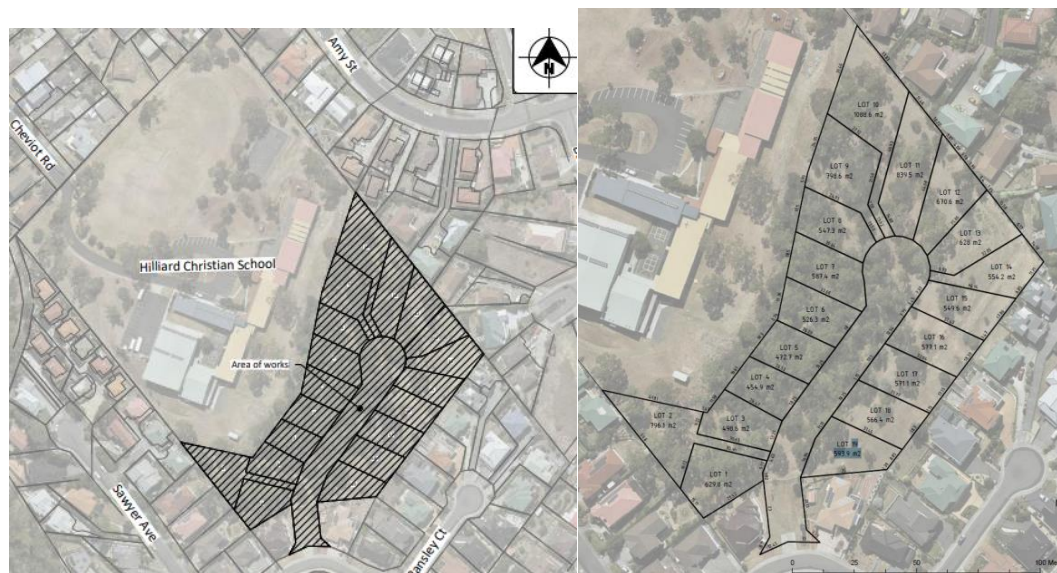
OPEN SPACE

We have assessed this proposal and deemed that it is not practical or desired that we have open space provided for on this lot. As per clause 9 of the *Subdivision Public Open Space Acquisitions and Contributions Policy 2017*, we will instead require a cash in lieu of open space contribution. Whilst there is a small reserve nearby at Ransley Court it is small (688 m²) and of basic standard with opportunities for improvement. It is also noted that our recently endorsed playspace strategy – *Planning for Play 2041* - identifies the Ransley Court playspace for future removal, with a new playspace to instead be provided at the undeveloped Amy Street Reserve nearby. This further supports the requirement for cash in lieu of open space to be required for this subdivision.

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

DEVELOPMENT ENGINEER

The development application seeks an approval for a planning scheme amendment to rezone part of the land at the school building to a general residential zone and to subdivide and construct 19 new residential lots on the land. The subject site and the layout of the proposed subdivision can be seen in the figures below.



The Traffic Impact Assessment (TIA) undertaken by Hubble Traffic dated August 2021 assessing impacts to the local traffic network the proposed development may have caused including trip generation is submitted as a supporting document. The TIA addresses issues including traffic volume at junctions, sight distance from the proposed new road via Ransley Court, traffic safety impact, subdivision internal road to the new cul-de-sac and relevant clauses under the Scheme. The TIA have been referred to Council's Transport Engineer to review, provide comments and recommend the conditions as required. The TIA did not address the issue of the two driveways at number 3 and 5 Ransley Court which

are located over the boundary of the subject site. Council's Transport Engineer is to consider and assess if the new road can be approved providing the private driveways are within the 6m from the new road junction. Please refer to a Traffic Engineer referral for a detailed discussion on Traffic Generations and parking supply.

The development is also referred to Council's senior Civil Engineer who provided comments and recommended conditions in the Hydraulics Referral documents. These conditions will be part of the planning permit. Council's Senior Civil Engineer agrees the Stormwater quality treatment be offset via a cash contribution according to the clause 5(c) of Council's Stormwater Management Policy. It is understood the infrastructure/contribution deed agreed by all parties must be provided and completed as part of the subdivision works. Refer to Senior Civil Engineer referral for further comments.

8.6 Development Standards for Subdivision

8.6.1 Lot design

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

8.6.2 Roads

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

P1

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

- (a) any road network plan adopted by the council;
- (b) the existing and proposed road hierarchy;
- (c) the need for connecting roads and pedestrian and cycling paths, to common boundaries with adjoining land, to facilitate future subdivision potential;
- (d) maximising connectivity with the surrounding road, pedestrian, cycling and public transport networks;
- (e) minimising the travel distance between key destinations such as shops and services and public transport routes;
- (f) access to public transport;

- (g) the efficient and safe movement of pedestrians, cyclists and public transport;
- (h) the need to provide bicycle infrastructure on new arterial and collector roads in accordance with the *Guide to Road Design Part 6A: Paths for Walking and Cycling 2016*;
- (i) the topography of the site; and
- (j) the future subdivision potential of any balance lots on adjoining or adjacent land.

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

8.6.3 Services

A3

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

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

C3.0 Road and Railway Assets Code

The applicant has provided a TIA undertaken by Hubble Traffic in August 2021 this has been provided to allow assessment of the application against C3.5.1

According to the TIA the proposed development is expected to increase vehicular traffic to and from the site to 141 vehicle movements per day. This is based on 19 single dwellings as per the Roads and Maritime Services, Road Traffic Authority (RTA) NSW Guide to Traffic Generation Development

This traffic volume increase exceeds the amount of acceptable increase in Table C3.1. Therefore, the development is unable to comply with the acceptable solution and hence triggers the assessment against the performance criteria C3.5.1 P1.

The TIA addresses the impacts of the proposed 19 lot subdivision off Ransley Court, West Moonah in which performance criteria C3.5.1 traffic generation at a vehicle crossing, level crossing or new junction was assessed. Performance criteria outlined in figure 1 below

Performance Criteria**P1**

Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:

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

Figure 1

The TIA assesses the existing traffic conditions, traffic efficiency and traffic safety of the surrounding networks, using the parking survey, the speed limit, operating speed, and crash data for the last 5 years, to evaluate the impact from traffic generated by the proposed development.

Sight distance at the new road access at Ransley Court was assessed in the TIA and meets the required safe intersection sight distance.

Based on the assessment, the TIA concludes that the additional vehicle movements along Ransley Court generated by the development is not expected to cause any adverse impact in level of service now or in 10 years' time based on a traffic growth rate of 2% and there is sufficient capacity within the network to absorb additional traffic movement without adversely impact on the local road network. Therefore, the performance criteria for C3.5.1 P1 is met.

The TIA has addressed the performance criteria for the mentioned clauses. The findings and conclusion have been accepted by Council's Transport Engineer (A more detailed review of the C3.5.1 and the TIA provide to meet the performance criteria P1 can be found within the Traffic engineer referral).

C2.0 Parking and Sustainable Transport Code

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

C2.6 Development Standards for Buildings and Works

The layout of all, access ways and cross overs are in accordance with the Australian Standard AS2890.1:2004 and will be constructed to a sealed surface where surface runoff will be collected and discharged to the approved outlet. The gradient of the driveway and access areas are in accordance with Standard.

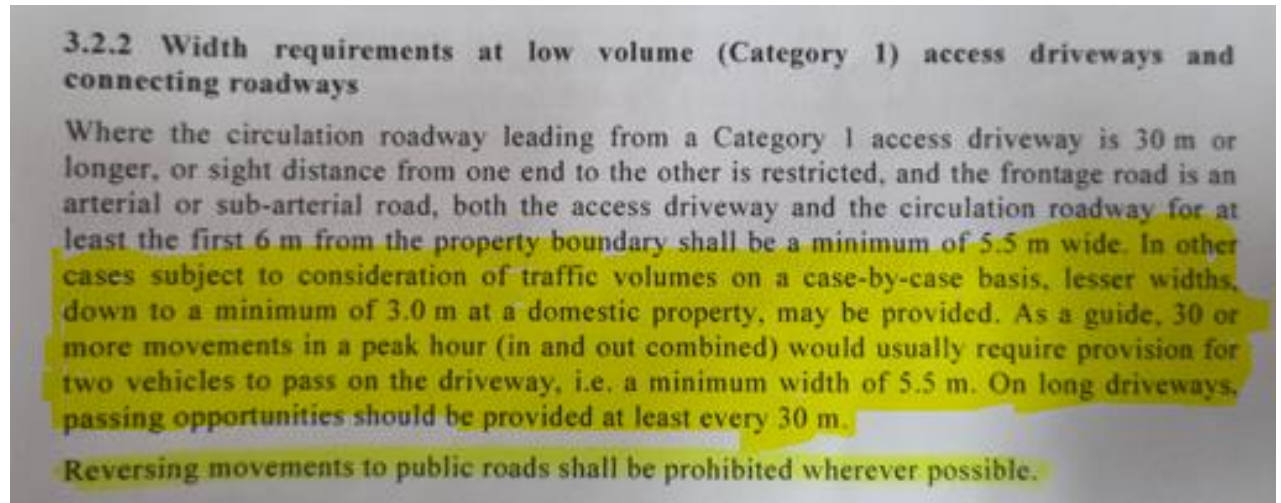
The development is deemed to meet the acceptable solution of C2.6.1 and C2.6.2

It is noted that initial development engineer assessing the application raised the following concern regarding access lot 2 in an email drafted 19/05/2022

Lot 2 however is still with long and narrow driveway. I am trying to avoid the situation where a future developer comes in and says nothing can be done at this stage and we're

going to put 3 units here and Council should not seal the plan if it is not suitable to develop at its maximum capacity. So I guess if we have to accept this lot 2, can we condition or have some measures in place to restrict the lot to be for a single dwelling use at all? Keen to hear your thoughts.

Section 3.2.2 width requirements for low volume Category 1 access driveways of the AS2890.12004 states the following.



As the new road would not be classified as arterial or sub-arterial and instead defined as local. Therefore, it can be assessed in consideration to traffic volumes. The length of the driveway is 34 m however the size of the block and the proposed zoning would only allow for 2 multiple dwellings on the site. This would only result in 15.8 Vehicle movements per day from the access. Well below the guide of 30 or more peak hour movements defined in the standard. Therefore there is no requirement under the Australian standard for a passing bay.

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

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

Internal Road Layout

The proposed subdivision road will come off Ransley Court between properties 3 and 5. The proposed road is 130m long with 19 lots. The road reservation width is proposed to be 15m and road width of 6.9m, that will end in a cul-de-sac. There will be a footpath on both sides of the road. There will be a retaining wall on the east side of the cul-de-sac alongside lots 13 and 15. This means that these lots will need to have suspended decks to access their lots.

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

Other**C15.0 Landslide Code**

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

C7.0 Natural Assets Code

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

C12.0 Flood-Prone Areas Hazard Code

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

TRANSPORT ENGINEER***Introduction***

The development proposes to rezone the land to a General Residential Zone then undertake a 19-lot subdivision off Ransley Court. The assessment below is based on the Traffic Impact Assessment (TIA) undertaken by Hubble Traffic in August 2021 and plans by AD Design in May 2022.

The TIA addresses the impacts of the proposed 19 lot subdivision off Ransley Court, West Moonah in which performance criteria C3.5.1 traffic generation at a vehicle crossing, level crossing or new junction was assessed.

The proposed subdivision will form a new road between properties 3 and 5 Ransley Court. The main concern with this proposed subdivision is that the construction of the road will affect the driveways to properties 3 and 5 Ransley Court. The developer has not provided information to date on how this might be resolved due to part of the driveways being illegally built on their land. This is further discussed in this report.

Traffic Generation and Crash Data

The traffic generated by the development is expected to be **141 daily trips with 15 of these trips in the morning and afternoon peak hour** based on 19 single dwellings as per the Roads and Maritime Services, Road Traffic Authority (RTA) NSW Guide to Traffic Generation Development.

The proposed subdivision will connect onto Ransley Court. Ransley Court is a local cul-de-sac street of 190m with 23 existing residential properties. Ransley Court connects onto another local street being Sawyer Avenue which have cul-de-sacs at either end. Sawyer Avenue then connects onto Highfield Street. A plan of the local road network is below.

All these junctions above have low traffic volumes and with the proposed development, the traffic volumes will fall below the maximum standard of 300 vehicles per hour for a local street. The TIA found that all these junctions have sufficient capacity to absorb the increase in traffic.

Highfield Street connects with Gerrard Street, about 100m from the junction with Sawyer Avenue. Highfield Street provides a connection onto Main Road via Gerrard Street onto Creek Road or to Moonah via Walch Avenue or Amy Street.



Figure 1 – Map of Area

The TIA reviewed the crash data from the Police for the last 5 years in Ransley Court, Sawyer Avenue and the junction of Gerrard Street and Highfield Street. In Ransley Court there was one crash in which a car collided with a pedestrian causing minor injuries. At the junction of Highfield Street and Gerrard Street, there were two crashes both involving vehicles turning right out of Gerrard Street which resulted in property damage.

To understand the current traffic flow along Highfield Street and Gerrard Street, the TIA undertook a traffic survey at the junction on Wednesday 5 May 2021 in the morning (8am to 9am) and afternoon (5pm to 6pm) peaks. The survey found that 67% of trips from Sawyer Avenue and Ransley Court used Gerrard Street. The peak traffic volumes are shown below.

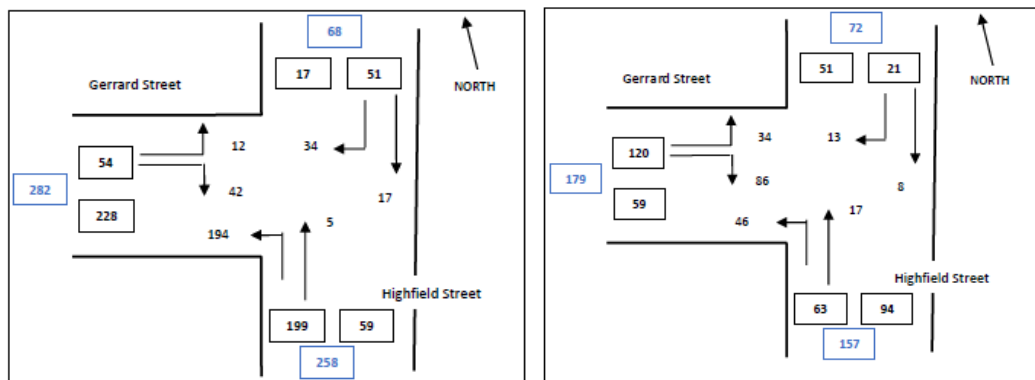


Figure 2 – AM and PM Peak Traffic Volumes

The TIA undertook SIDRA modelling at the junction of Highfield Street and Gerrard Street to determine the traffic performance at the junction. The traffic modelling showed that the junction is operating at a more than acceptable level of service which includes delays and queue length.

The increase in traffic from the proposed development is 141 daily trips with 15 during AM and PM peak times. Within the peak hours there will be an increase of 10 vehicles using Gerrard Street and 5 vehicles using Highfield Street. This increase in traffic is not expected to cause any adverse traffic or safety issues.

The TIA concluded that the proposed development is not expected to have any adverse impacts to safety, amenity or traffic efficiency as the amount of traffic generated is considered to be low and there is sufficient capacity within the road network to absorb the extra traffic.

The TIA is accepted, and it can be concluded that the additional traffic should not have a significant impact on the safety or efficiency of the road network.

Subdivision Layout

The proposed subdivision road will come off Ransley Court between properties 3 and 5. The proposed road is 130m long with 19 lots. The road reservation width is proposed to be 15m and road width of 6.9m, that will end in a cul-de-sac. There will be a footpath on both sides of the road. There will be a retaining wall on the east side of the cul-de-sac alongside lots 13 and 15. This means that these lots will need to have suspended decks to access their lots.

The TIA assessed sight lines at the new junction with Ransley Street which is located on the first bend in Ransley Court. Safe Intersection Sight Distance is based on the operating speed of vehicles approaching. To determine the speed of vehicle around the bend in Ransley Court where the new road is proposed to be placed, a handheld speed survey was undertaken.

The mean speed was determined to be 28.5km/h based on 23 vehicles. At a speed of 31km/h the Safe Intersection Sight Distance is 34m from the Austroad Guides. The available sight distance at the proposed junction is 55m in both directions. Thus, there is sufficient sight lines.

As the new road is intersecting Ransley Street on a bend it might not be clear who needs to give way. To alleviate this, it is proposed in the TIA that a give way sign and line marking on the new road is installed at the junction with Ransley Court. This will form a condition on the permit.

Driveway Access to 3 and 5 Ransley Court

Under the performance criteria for the subdivision under applicable standards 8.6.2 Roads and C3.5.1 to show that there are no adverse effects on the road network, Council has requested that the developer detail how the existing driveways to 3 and 5 Ransley Court will be accommodated in accordance with AS2890.1 due to the proposed new road.

A plan was provided by the developer that indicated that the location of the existing driveways to 3 and 5 Ransley Court in relation to the proposed new road would not comply with AS2890.1 regarding the distance from road to start of the driveways. A solution has not been provided by the developer.

The developer has not provided a solution with the reasoning being that part of the driveways to 3 and 5 Ransley Court have been illegally built on their land. Council records indicate that the location of the illegal driveways at 3 and 5 Ransley Court were not approved by Council. This matter of encroachment is a civil matter that will need to be resolved between the owners of 32 Cheviot and 3 & 5 Ransley Court.

As part of the planning application for the proposed rezoning and new road for the subdivision, Council needs to be satisfied that there is a solution for driveway access to 3 and 5 Ransley Court. The fact that part of the driveways are illegal is not relevant, the issue is that the proposed road affects their driveway access and a solution is required. It should also be noted that this issue would still be relevant if the driveways were not built on the developer's land.

To progress the application, Council's Traffic Engineer assessed the driveways to determine if a solution is likely to be achievable. Turning movements were roughly placed on possible driveway access locations, noting the driveway crossover at the kerb needs to be away from the proposed road and provide access to the garages at 3 and 5 Ransley Court and side of house for 5 Ransley Court, as shown below.

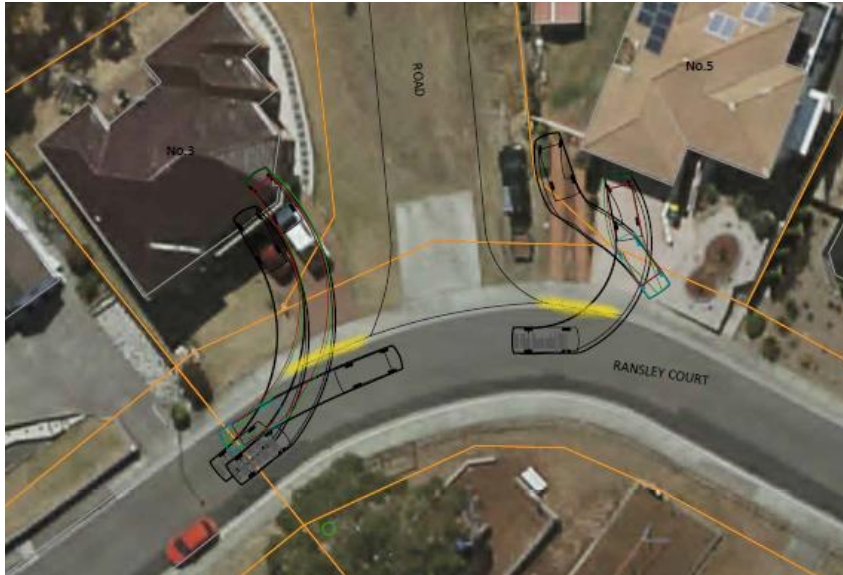


Figure 3 – Driveway Access to 3 and 5 Ransley Court

The driveway locations need to be as far as possible away from the road to enable pedestrian kerb ramps at the new road junction to be installed, sight lines to be achieved, reduce confusion for cars turning into driveways compared to road and reduce conflicts between cars getting into and out of driveway near a junction.

For the reasons above, under AS2890.1 a driveway crossover is required to be 6m from the turning point of the road kerb. The 6m is highlighted in yellow on the diagram above. As can be seen the 6m is not achieved for the existing driveway crossovers or possible solution.

Based on the low volume of traffic to the 19-lot subdivision and sight lines of 45m for a residential driveway with a posted speed limit of 50km/h (AS2890.1) being met, Council's Traffic Engineer is satisfied that the driveway can be closer than that required in AS2890.1. Although it should be noted that the further the driveways can be placed from the junction the better, ensuring sight lines are met.

The turning movements show that driveway access is achievable with modification to the driveways at 3 and 5 Ransley Court.

A site inspection was also undertaken which indicated that the grade of the modified driveways should be achievable, so that a car does not scrape when traveling along the driveway.

Based on the above, it is proposed to condition the permit. The condition will include that the developer undertake an assessment against AS2890.1 include location from junction, pedestrian kerb ramps, sight lines and grade of driveways detail, and engineering drawings

of the proposed solution for driveway access to 3 and 5 Ransley Court. Consultation with property owners will also be required.

It should be noted that as works are likely to occur on property 3 and 5 Ransley Court, these two properties have been included in the application and were required to sign the development application form and the Tasmanian Planning Commission form.

Conclusion

As the proposed development is not expected to have any significant detrimental impacts on the surrounding road network in terms of traffic efficiency, parking or road safety, Council's Traffic Engineer has no objection to the development on traffic engineering or road safety grounds subject to:

1. Give way line marking and signage must be installed on the new road at the junction with Ransley Street in accordance with the standards, prior to issue of titles.
2. The developer must undertake an assessment of the proposed driveways to 3 and 5 Ransley Court in accordance with AS2890.1 and submit to Council, to the satisfaction of the Director of Infrastructure and Works. The assessment must include location from junction, pedestrian kerb ramps, sight lines and grade of driveways. The assessment must be submitted prior to commencement of construction of the subdivision.
3. The developer must undertake detailed engineering design drawings of the proposed driveways to 3 and 5 Ransley Court including long and cross sections and submit these to Council to the satisfaction of the Director of Infrastructure and Works prior to construction of the subdivision. The engineering design drawings will form part of the permit and must be constructed as per the drawings, prior to issue of titles.
4. The developer must show evidence of consultation with property owners at 3 and 5 Ransley Court prior to the assessment and detail engineering design drawings being approved.

HYDRAULICS

Comments

The proposed development includes rezoning the land to a General Residential Zone then develop a 19 lot subdivision off Ransley Court, West Moonah.

Referenced Documents: 21071_D_32 Cheviot Road, West Moonah for Approval.pdf

Stormwater Management Policy

a. Stormwater Disposal Method Requirements:

All stormwater (19 lots) will drain to existing stormwater systems by gravity. Therefore, 4 (a) is met.

b. Stormwater Quality Management Requirements:

The stormwater system will incorporate water sensitive urban design principles for the treatment and disposal of stormwater given the size of new impervious area is

greater than 500m². Therefore, 5 (b) is met. The developer has agreed for cash contribution of \$38,000 to Council in lieu of providing WSUD on site.

c. Stormwater Quantity Management Requirements:

It has not been demonstrated that the minor stormwater system has been designed to accommodate an ARI of 20 years, therefore stormwater piped detention has been proposed to maintain the post-development flow rate to a pre-development stage. The stormwater detention arrangement for the site is shown in ADD design Consulting Engineers Design drawings. Therefore, 6(b) is met.

d. Stormwater System Design Requirements:

The major stormwater system and overland flow paths have been demonstrated in ADD design Consulting Engineers design drawings, based on the proposed work. Overland flow path has been considered in the design, with cut-off drains and inlet pits directing water away from buildings and towards drainage easements. Therefore 3(b) is met.

Conclusion

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

1. The new stormwater infrastructure must be constructed prior to the sealing of the final plan / issue of a completion certificate.
2. Engineering design drawings must be submitted and approved, prior to commencement of work. The engineering drawings must:
 - j) be certified by a qualified and experienced Engineer.
 - k) show in both plan and long-section the proposed stormwater mains, including but not limited to, connections, flows, velocities, hydraulic grade lines, clearances, cover, gradients, sizing, material, pipe class, adequate working platforms around manholes, easements and inspection openings.
 - l) Include the associated calculations and catchment area plans. The stormwater main must be sized to accommodate at least the 5% AEP flows from a fully developed catchment.
 - m) Include provision for future development within the catchment to be adequately and efficiently serviced, i.e via appropriate easements
 - n) Clearly distinguish between public and private infrastructure
 - o) Show the final Lot boundaries, with each Lot serviced separately by Council infrastructure and all private plumbing contained within each Lot;
 - p) Specify lot connection sizes, depths and locations such that as much as practicable of the lots can be drained via gravity
 - q) Show any existing connections. Any redundant connections must be sealed by the Council at the owner's expense prior to sealing of the final plan.
 - r) Be substantially in accordance with the LGAT Standard Drawings and Tasmanian Subdivision Guidelines 2013

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

3. In accordance with Clause 5 of GCC's Stormwater Management Policy, stormwater quality treatment is to be offset via a cash contribution. The applicant is to pay a cash contribution of \$38,000 to Council in lieu of providing WSUD on site, prior to sealing the plan of survey.
4. Digital copies of a post construction work CCTV video and associated report(s) of any proposed Council stormwater main must be submitted to Council after completion of all work but prior to the issue of any Certificate of Completion.
5. A design must be submitted showing that the minor stormwater drainage system is designed to accommodate a 5% AEP storm event, details of which must be submitted in association with a Building Permit Application.
6. The development must incorporate the On-Site Piped Detention (OSD) as part of the development as presented in stormwater management memo Rev 3 and DWG D-1-06-01, DWG D-1-06-02 Rev B, prepared by AD design + Consulting. The onsite piped detention element and its associated components must be designed and constructed to the satisfaction of the Council's Senior Civil Engineer and completed prior to the sealing of the final plan / issue of a completion certificate. On Site Piped Detention modelling results must be provided along with the detailed engineering design, to the satisfaction of Council's Senior Civil Engineer, in association with a Building Permit Application.
7. In association with a Building Permit Application, the Onsite Piped Detention Maintenance Scheme must be submitted for approval, to the satisfaction of Council's Senior Civil Engineer, defining the maintenance method and frequency for Onsite Piped Detention element incorporated in the development.
8. An adequate overland flow path must be maintained through the site, such that flows are excluded from the dwelling and not redirected onto third-party land, for the 1% AEP as at 2100 (including climate change loading) storm event.
9. Plans certified by a suitably qualified and experienced engineer as meeting the above requirement must be submitted prior to issue of any consent under the Building Act 2016. The detailed design drawings and associated documentation of the overland flow path must include:
 - d) Detail overland flow paths including supporting cross section and flow calculations
 - e) Be designed to accommodate a storm with a 1% AEP plus climate change loading
 - f) Demonstrate no diversion of the overland flows onto third-party propertyAll work required by this condition must be undertaken and maintained in accordance with the certified design drawings.
10. An overland flow path and drainage easement between the lots 5 and 6 must be kept clear at all times for the free flow of water. Stabilization of batter (smooth transition) between the footpath and the lot 6 boundary over the drainage easement must be provided to maintain the overland land flow path and to stop diversion of flood water into third party land.

11. Sediment and erosion control measures sufficient to prevent sediment from leaving the site must be installed prior to the commencement of work and maintained until such time as all disturbed areas have been stabilized and/or restored or sealed to the Council's satisfaction.
12. A soil and water management plan (SWMP) must be submitted and approved prior to the commencement of work. The SWMP must:
 - a) be prepared in accordance with the Soil and Water Management on Building and Construction Sites fact sheets (Derwent Estuary Program, 2008).

All work must be undertaken in accordance with this condition and the approved soil and water management plan (SWMP).

ENVIRONMENT:

Supporting documentation: Flora and Fauna Report prepared by Van Diemen Consulting for the proposal.

Summary of natural values

A summary of the natural values identified in the Flora and Fauna report is as follows:

Flora

Vegetation Communities

- One forest type is found in the survey area - *Eucalyptus viminalis* grassy forest and woodland (not listed as a threatened vegetation community).

Threatened flora

Several species of threatened flora have been recorded (on the Natural Values Atlas) near the survey area. *Vittadinia muelleri* narrowleaf new-holland daisy is found in the survey area (10 records).

Fauna

Threatened fauna records exist/or there is modelled habitat suitability for several threatened species in proximity to the survey area. This includes:

- *Eastern barred bandicoot (Perameles gunnii gunnii)*
- *Tasmanian devil (Sarcophilus harrisii)*
- *Spotted-tailed quoll (Dasyurus maculatus maculatus)*
- *Eastern quoll (Dasyurus viverrinus)*
- *Wedge-tailed eagle (Aquila audax fleayi)*
- *Masked owl (Tyto novaehollandiae castanops)*
- *Grey goshawk (Accipiter novaehollandiae)*

- *Swift parrot (Lathamus discolor)*
- *White-bellied sea eagle (Haliaeetus leucogaster)*
- *Forty-spotted pardalote (Pardalotus quadragintus)*
- *Green and Gold Frog or Growling grass frog (Litoria raniformis)*
- *Tussock skink (Pseudemoia pagenstecheri)*
- *Chaostola skipper (Antipodia chaostola leucophaea).*

Weeds

Several Declared Weeds (under the *Weed Management Act 1999*) were recorded in the survey area, along with several environmental weeds. This includes:

- Agapanthus
- Boneseed
- Briar rose
- Cape ivy
- Cotoneaster
- Exotic grasses and herbs
- Gorse
- Hawthorn
- Oleander
- Passionfruit.

Natural values

Flora

Vegetation communities

0.91 hectares of *Eucalyptus viminalis* grassy forest and woodland will be cleared as part of this proposed development. The overall loss of this vegetation community is noted in the Flora and Fauna report as inconsequential to the bioregional extant cover.

Threatened flora

Vittadinia muelleri narrowleaf new-holland daisy was present in the survey area. A permit to 'take' *Vittadinia muelleri* narrowleaf new-holland daisy in the survey area was from DPIW under the *Threatened Species Protection Act 1995*. The species is no longer present in the survey area.

Fauna

Surveys were undertaken on-site for all the above threatened fauna species and it was concluded for all species that there will be a nil or negligible impact.

Weeds

The Flora and Fauna report recommends that heavy machinery should be brought to the site in a clean condition; free of weed propagules, clods of dirt and vegetative matter.

Legal obligations

Under Commonwealth law, listed threatened species are matters of national environmental significance (protected matters) under the Environment Protection and Biodiversity Conservation Act's assessment and approval provisions.

A person must not take an action that has, will have, or is likely to have, a significant impact on a listed threatened ecological community, without approval from the Minister.

To obtain approval, an action must undergo an environmental assessment and approval process.

In Tasmania, threatened species are protected under the *Threatened Species Protection Act 1995*. Under this Act, a permit is required to knowingly “take” (which includes kill, injure, catch, damage, destroy and collect), keep, trade in, or process any specimen of a listed species.

Overlay codes

Under the Tasmanian Planning Scheme – Local Provisions Schedule the site is zoned Community Purposes and is subject to the Natural Assets Code – Priority Vegetation Area Overlay. The code purpose includes:

- minimise impacts on identified priority vegetation.
- manage impacts on threatened fauna species by minimising clearance of significant habitat.

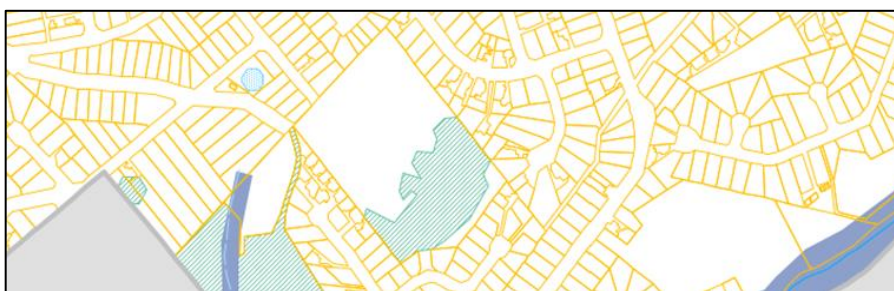


Image: Natural Assets Code – Priority Vegetation Area Overlay (green hashed area, Spectrum)

C7.0 Natural Assets Code

C7.7 Development Standards for Subdivision

C7.7.2 Subdivision within a priority vegetation area

Objective:

That:

- (a) works associated with subdivision will not have an unnecessary or unacceptable impact on priority vegetation; and
- (b) future development likely to be facilitated by subdivision is unlikely to lead to an unnecessary or unacceptable impact on priority vegetation.

Acceptable solutions	Performance criteria	Assessment
A1 Each lot, or a lot proposed in a plan of subdivision, within a priority vegetation area must: (a) be for the purposes of creating separate lots for existing buildings; (b) be required for public use by the Crown, a council, or a State authority; (c) be required for the provision of Utilities; (d) be for the consolidation of a lot; or (e) not include any works (excluding boundary fencing), building area, bushfire hazard management area, services or vehicular access within a priority vegetation area.	P1.1 Each lot, or a lot proposed in a plan of subdivision, within a priority vegetation area must be for: (a) subdivision for an existing use on the site, provided any clearance is contained within the minimum area necessary to be cleared to provide adequate bushfire protection, as recommended by the Tasmanian Fire Service or an accredited person; (b) subdivision for the construction of a single dwelling or an associated outbuilding; (c) subdivision in the General Residential Zone or Low Density Residential Zone; (d) use or development that will result in significant long term social and economic benefits and there is no feasible alternative location or design; (e) subdivision involving clearance of native vegetation where it is demonstrated that on-going pre-existing management cannot ensure the survival of the	A1 - The proposal does not comply with A1. Based on the consultants' recommendations in the Flora and Fauna report the proposal is considered to have minimal impacts on flora and fauna in areas covered by the priority vegetation overlay Conditions have also been recommended to ensure best practice and compliance. Based on the above, satisfactory compliance with P1 can be achieved.

	priority vegetation and there is little potential for long-term persistence; or (f) subdivision involving clearance of native vegetation that is of limited scale relative to the extent of priority vegetation on the site.	
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Recommended conditions:**Weeds**

- a. A Weed Management Plan identifying methods to control weeds and the spread of soil-based pathogens must be submitted to and approved by Council's Environment Coordinator prior to the commencement of works. The works identified in the Weed Management Plan must be carried out prior to completion of the development.
- b. During all works appropriate hygiene measures must be undertaken prior to any machinery entering and leaving the site as outlined in the Weed and Disease Planning and Hygiene Guidelines - Preventing the spread of weeds and diseases in Tasmania (DPIPWE, Stewart and Askey-Doran, 2015).
- c. The contractor is to keep evidence of machinery cleaning and inspections.
- d. No potentially contaminated material should be removed from or introduced into the site.
- e. A follow-up weed inspection of the works area is recommended to establish if post-works treatment is warranted for any proliferation of weeds due to the project disturbance – the inspection should be undertaken in spring or summer within a year of works but not sooner than three months after completion.

Advice**1. Threatened flora**

In the event of any threatened flora being located during construction, work should stop at that specific location until a permit to 'take' is obtained from DPIPWE. A record is to be made of the finding and submitted to the Natural Values Atlas.

2. Threatened fauna

In the event of any threatened fauna species or threatened fauna habitat being located, work should stop until a permit to 'take' is obtained from DPIPWE. A record is to be made of the finding and submitted to the Natural Values Atlas.

EXTERNAL REFERRALS

TASWATER

Pursuant to the *Water and Sewerage Industry Act 2008* (TAS) Section 56P(1) TasWater makes the following submission(s):

TasWater does not object to the draft amendment to planning scheme and has no formal comments for the Tasmanian Planning Commission in relation to this matter and does not require to be notified of nor attend any subsequent hearings.

Conditions pursuant to the *Water and Sewerage Industry Act 2008* (TAS) Section 56P(1) are imposed and outlined in TWDA 2021/01226-GCC dated 4 August 2021. A copy of the referral is included in **Attachment 3**.

TasNetworks

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

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