

GLENORCHY PLANNING AUTHORITY

AGENDA

MONDAY, 11 DECEMBER 2017



GLENORCHY CITY COUNCIL

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

Chairperson: Commissioner Sue Smith

Hour: 3.00 p.m.

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

2. APOLOGIES/LEAVE OF ABSENCE

3. PECUNIARY INTERESTS

4. CONFIRMATION OF MINUTES

That the minutes of the Glenorchy Planning Authority Meeting held on 13 November 2017 be confirmed.

5. PROPOSED USE AND DEVELOPMENT - GLENORCHY CBD REVITALISATION PROJECT (MAIN ROAD BETWEEN PELTRO STREET AND HUMPHREYS RIVULET, WESTERN SIDE OF PELTRO STREET AND INTERSECTION OF KGV AND PELTRO STREET) INCLUDING WORKS ON HERITAGE LISTED PROPERTIES - NORTHGATE, 387-391, 385A, 381, 388-388A, 396, 392, 382-386A, 374 3/370 MAIN ROAD AND 2 TOLOSA STREET, GLENORCHY

Author: Senior Statutory Planner (Vanessa Tomlin)

Qualified Person: Senior Statutory Planner (Vanessa Tomlin)

Property ID: 1822786

SUMMARY:

<i>Applicant:</i>	Glenorchy City Council
<i>Owner:</i>	Perpetual Limited
<i>Zone:</i>	Commercial/Central Business/Utilities
<i>Use Class</i>	Utilities
<i>Application Status:</i>	Discretionary
<i>Discretions:</i>	Stormwater Management Code; Significant Trees Code; Historic Heritage Code; and the Glenorchy Activity Centre Urban Design Specific Area Plan (The proposal meets all other applicable standards as demonstrated in the attached appendices)
<i>Level 2 Activity?</i>	No
<i>42 Days Expires:</i>	12 December 2017
<i>Existing Land Use:</i>	Utilities (Road and minor utilities – footpath)
<i>Proposal In Brief:</i>	Glenorchy CBD Revitalisation Project (Main Road between Peltro St and Humphreys Rivulet, western side of Peltro St and intersection of KGV and Peltro St) including works on heritage listed properties

Representations:	0
Recommendation:	Approval, subject to conditions

REPORT IN DETAIL:

PROPOSAL

The proposed Glenorchy Central Business District (CBD) revitalisation project includes new kerbs, paved footpaths and road seal; stormwater drainage upgrades; raised tables (speed humps); flush central median; upgrades to traffic signals; separate cycle lanes along Peltro Street and improved connection to cycleway; changes to parking, including overall reduction of on-street spaces, new wider disabled parking spaces (3), motorcycle spaces, maxi-taxi space, and relocation of taxi rank; extension of bus lane on the northern approach to Tolosa Street Road; reduction of speed limit to 40-km/h; new high quality street furniture (including seating, bollards and bike racks); landscaping (including tree removal and replacement); and lighting upgrades. The aim of the proposal is to minimise the impact of cars on the amenity of the CBD and enhance the experience of the street for pedestrians and others.

The proposal involves both public and private land and extends from the intersection of Barry Street and Main Road, east along Main Road to the junction of Main Road, Terry Street and Peltro Street and north along the length of Peltro Street to the intersection with King George V Avenue, Glenorchy (Fig. 1).

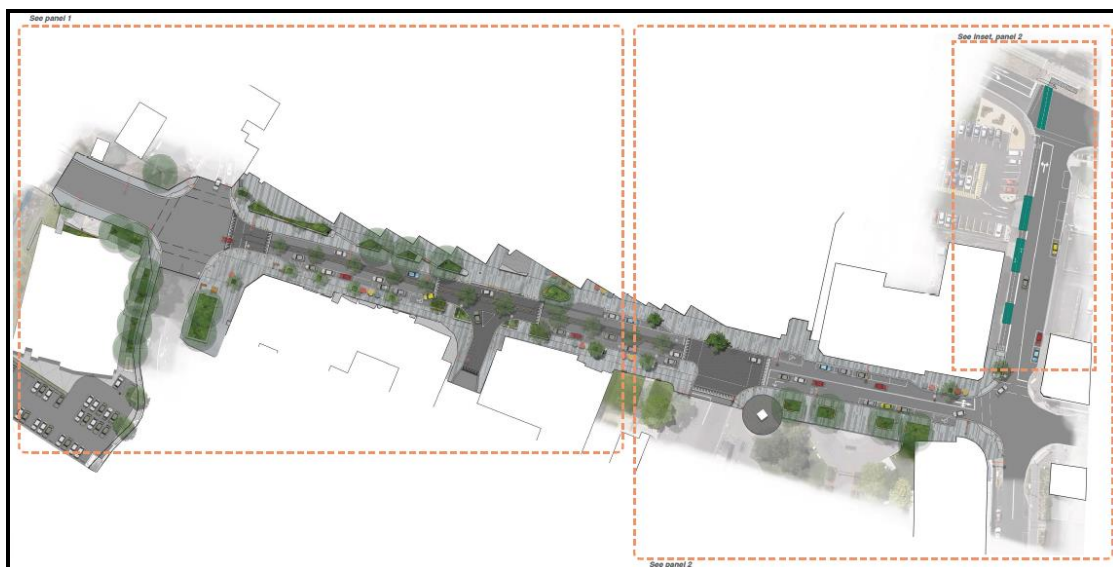


Figure 1. A view of the scope of the proposal, that is predominately along Main Road and Peltro Street, Glenorchy.

Several Heritage places are impacted by the proposal. These places are the War Memorial and former Dusty Miller Inn at 374 Main Road, St Matthews Church at 2 Tolosa Street, former Hickman's Store at 382-386A Main Road, the former Snow's Dry Cleaning building at 388-388A Main Road, the land at 404-408 Main road, which is the site of the Glenorchy Integrated Care Centre and O'Briens Bridge, Main Road, Glenorchy. A tree recognised as a 'significant tree' is to be impacted by the proposal.

The proposal requires discretionary consideration owing to the reliance on performance criteria to comply with E7.7.1 Stormwater Drainage and Disposal; E24.6.1 Lopping, pruning, removal or destruction of significant trees; the applicable standards of E13.0 Historic Heritage Code; F9.7.8 Crime Prevention Through Environmental Design; and F9.7.10 Landscaping.

SITE and LOCALITY

The site of the proposal involves numerous properties on separate titles in the CBD, with the development primarily within the road reservation of Main Road, Tolosa Street, Regina Street, Peltro Street and King George V Avenue (Fig. 2 and 3).

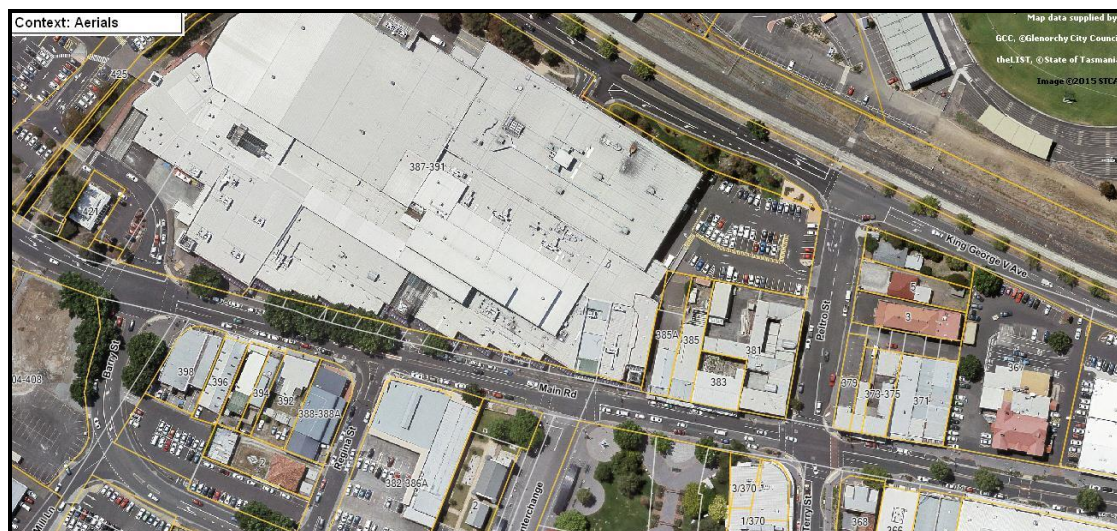


Figure 2. An aerial view of the CBD of Glenorchy, the site of the proposal.

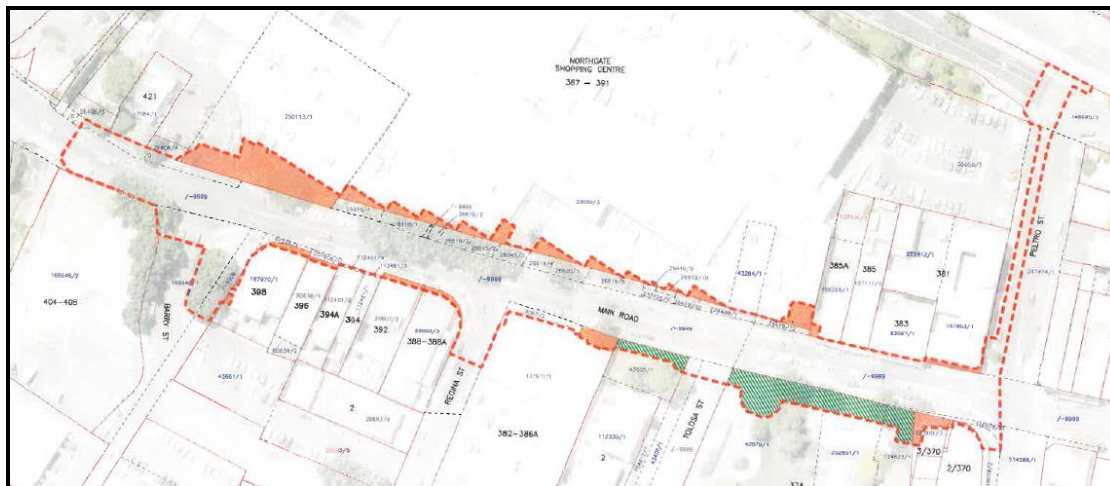


Figure 3. A snapshot of the properties impacted by the proposal, showing areas of private property in orange and areas of Council land in green.

The site is reasonably flat and has been identified as being subject to flooding from a one in 100 year flood event of Humphreys Rivulet, to a flood depth of 0.01-0.1m.

ZONE

The site extends across three zones. Those zones are the Utilities zone, Central Business zone and the Commercial zone (Fig. 4).

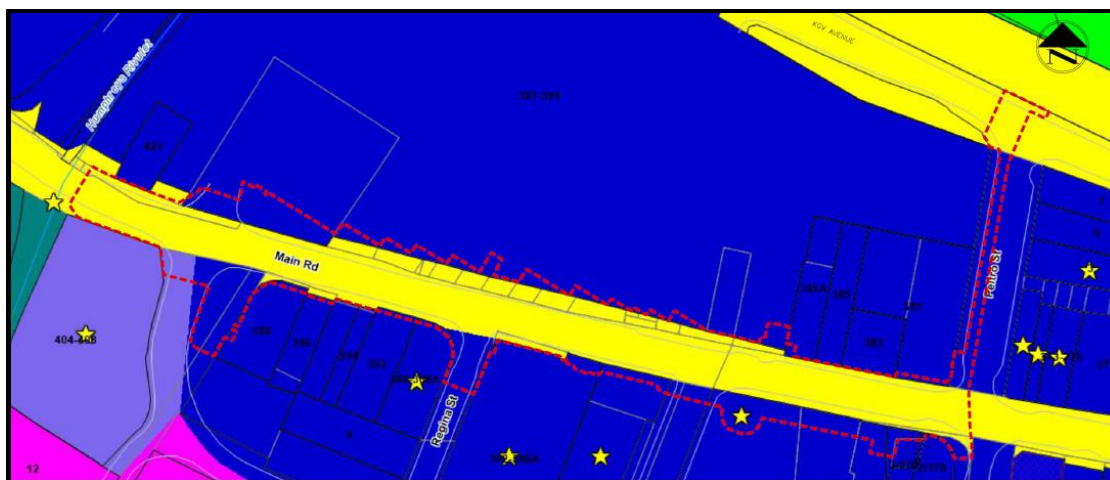


Figure 4. The site is zoned Utilities (yellow), Central Business (royal blue) and the Commercial (lilac).

BACKGROUND

The concept urban design plan/report for the Glenorchy CBD revitalisation project was endorsed by Council at the meeting held on 19th December 2016.

ASSESSMENT

STATE POLICIES, OBJECTIVES of LUPAA

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

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

GLENORCHY INTERIM PLANNING SCHEME 2015

Part B: Administration

General Exemptions

5.4 Maintenance and Repair of Linear and Minor Utilities and Infrastructure

Clause 5.4.1 makes provision for the maintenance and repair of linear and minor utilities and infrastructure by or on behalf of Council to be exempt from assessment. Linear infrastructure includes roads and minor utilities includes footpaths, cycle paths, seating and shelters, bike racks, rubbish bins, public art, traffic control devices and markings, and the like on public land.

The proposal is considered to be more than maintenance and repair of this infrastructure, owing to the replacement and re-arrangement of the infrastructure. Therefore, the proposal is not exempt under Clause 5.4.1.

Limited Exemptions

6.2 Provision and Upgrades of Linear and Minor Utilities and Infrastructure

Clauses 6.2.2 and 6.2.4 make provision to exempt the provision and upgrades of linear and minor utilities and infrastructure by or on behalf of Council, under certain circumstances, as outlined in clauses 6.2.1 and 6.2.3.

The proposal is not exempt under Clause 6.2.2 for the provision of utilities and infrastructure, owing to the inclusion of heritage listed places into the proposal and by the proposal being located within 30m of a listed watercourse, Humphreys Rivulet. Any minor upgrades to roads, footpaths, cycle paths and drains, including minor widening or narrowing of existing carriageways; or making, placing or upgrading kerbs, gutters, footpaths, roadsides, traffic control devices and markings, street lighting and landscaping are not exempt under clause 6.2.4, owing to the inclusion of heritage listed places into the proposal.

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

The Glenorchy Activity Centre Urban Design Specific Area Plan is applicable to the assessment of the proposal and would override any code or zone provisions where there is conflict.

Use Class Description (Table 8.2):

The use class of the proposal is Utilities. Utilities mean use of land for utilities and infrastructure including:

- (a) telecommunications;
- (b) electricity generation;
- (c) transmitting or distributing gas, oil, or power;
- (d) transport networks;
- (e) collecting, treating, transmitting, storing or distributing water; or
- (f) collecting, treating, or disposing of storm or floodwater, sewage, or sullage.

Examples include an electrical sub-station or powerline, gas, water or sewerage main, optic fibre main or distribution hub, pumping station, railway line, retarding basin, **road**, sewage treatment plant, storm or flood water drain, water storage dam and weir.

Other relevant definitions (Clause 4.1):

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

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

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

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

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

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

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. This definition is taken to include on street parking.

Site means the lot or lots on which a use or development is located or proposed to be located.

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

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

Part C: Special Provisions

No special provisions of the Scheme apply to this proposal.

Part D: Zones

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

Zone Purpose Statements

Utilities zone

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

Central Business zone

- 22.1.1.1 To provide for business, civic and cultural, community, food, hotel, professional, retail and tourist functions within a major centre serving the region or sub-region.
- 22.1.1.2 To maintain and strengthen the principal activity centre providing for a wide range of services and facilities to serve the surrounding subregion, with a strong focus on the retail and commercial sector.
- 22.1.1.3 To facilitate high density residential development and visitor accommodation within the activity centre above ground level and surrounding the core commercial activity centre.

- 22.1.1.4 To ensure development is highly accessible by public transport, walking and cycling.
- 22.1.1.5 To maintain and strengthen Hobart's Central Business District and immediate surrounds including, the waterfront, as the primary activity centre for Tasmania, the Southern Region and the Greater Hobart metropolitan area with a comprehensive range of and highest order of retail, commercial, administrative, community, cultural, employment areas and nodes, and entertainment activities provided.
- 22.1.1.6 To provide a safe, comfortable and pleasant environment for workers, residents and visitors through the provision of high quality urban spaces and urban design.
- 22.1.1.7 To facilitate high density residential development and visitor accommodation within the activity centre above ground floor level and surrounding the core commercial activity centre.

Commercial zone

- 23.1.1.1 To provide for large floor area retailing and service industries.
- 23.1.1.2 To provide for a mix of activities that cannot be accommodated in other Activity Centres and does not compromise the viability of those Centres.
- 23.1.1.3 To provide for development that requires high levels of vehicle access and car parking for customers.

To determine a discretionary use the planning authority must, in addition to the matters referred to in all applicable standards and any representations received, have regard to the purpose of the applicable zone, in accordance with Clause 8.10.2. The Utilities use class is a 'no permit required' use if for minor utilities in the Utilities zone, Central Business zone and the Commercial zone. Otherwise, the Utilities use class is a permitted use in the Utilities zone and a discretionary use in the Central Business zone and the Commercial zone.

The proposed footpaths, cycle paths, seating and shelters, bike racks, rubbish bins, traffic control devices and markings proposed within the Utilities zone, Central Business zone and the Commercial zone fit within the 'no permit required' use category of those zones. The proposed works within the road reservation, including the minor widening or narrowing of existing carriageways is contained within the Utilities zone and is a permitted use within this zone.

Accordingly, the purpose of the zones does not have any determining weight, owing the proposal not being a discretionary use within the Utilities zone, Central Business zone and the Commercial zone.

Use Table

The use class Utilities is no permit required if for minor utilities in the Utilities zone, the Central Business zone and the Commercial zone. Therefore, the minor utilities components of the proposal do not require assessment against the provisions of those zones. However, the road fits within the use class of Utilities and Utilities is a permitted use within the Utilities zone.

Use Standards

The use standards relate to hours of operation, noise, external lighting, commercial vehicle movements and discretionary uses, with potential impacts on residential amenity. A residential zone is not within 50m of the proposal and so there are no applicable use standards for the assessment of the proposal in the Utilities zone.

Development Standards for Buildings or Works

The development standards deals with building height, building setbacks, landscape treatments aligning with a residential zone, outdoor storage areas and fencing. There are no applicable development standards for the assessment of the proposal in the Utilities zone.

Part E: Codes

The following codes of the Scheme apply to this proposal:

E6.0 Parking and Access Code

E6.6 Use Standards

The Utilities use class does not have a parking requirement, as per Table E6.1 Number of Car Parking Spaces Required. The proposal incorporates accessible parking for persons with a disability into the overall design and satisfies the requirements for motorcycle and bicycle parking. The proposal complies with the applicable use standards of this code.

E6.7 Development Standards

An independent Transport Engineer has reviewed the proposal and is satisfied that the proposal complies with the applicable development standards of this code. Further detail is available in the external referrals section of this report.

E7.0 Stormwater Management Code

This code applies to development requiring management of stormwater. The proposal is assessed as complying with the applicable acceptable solutions, except for E7.7.1 Stormwater Drainage and Disposal A2, where the proposal is reliant on the performance criteria. The performance criteria requires the stormwater system for a new development to incorporate a stormwater drainage system of a size and design sufficient to achieve the stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010, as detailed in Table E7.1, unless it is not feasible to do so.

The installation of water sensitive urban design (WSUD) devices is considered to not be practical, due to the amount of services in the road reservation. However, the applicant recognises the environmental benefits of these types of initiatives and is committed to investigate the feasibility of including WSUD elements in the project and incorporating them in the final design, where possible.

Council's Development Technical Officer has assessed the proposal and is satisfied that the proposal complies with the applicable standards.

E13.0 Historic Heritage Code

This code applies to development involving land defined in this code as Heritage Place and a Place of Archaeological Potential, except if the place is listed on the Tasmanian Heritage Register.

Three Heritage places, including a Place of Archaeological Potential are to be impacted by the proposal. As such, discretionary consideration of the proposal is required.

Council's Heritage Officer has assessed the proposal against the applicable standards and is satisfied that the proposal complies with these standards, subject to condition of approval. Further detail is available in the internal referrals section of this report.

E15.0 Inundation Prone Areas Code

The site is identified as being subject to flooding from a one in 100 year flood event of Humphreys Rivulet, to a flood depth of 0.01-0.1m. However, there are no applicable standards for the assessment of this proposal.

E24.0 Significant Trees Code

The Pepper Tree located adjacent to 374 Main Road is listed as a significant tree in table E24.1 and this code applies to the lopping, pruning, removal or destruction of listed trees. There is no acceptable solution for the applicable standard and the proposal is reliant on the performance criteria. A tree protection measures report by a suitably qualified person was provided in support of the proposal. The report outlines measures to manage works in proximity to the tree, in an effort to maintain the health and appearance of the tree. These measures are consistent with the requirements of the performance criteria. Accordingly, the proposal satisfies the performance criteria and complies with the standard, subject to conditions.

PART F: Specific Area Plans**F9 Glenorchy Activity Centre Urban Design Specific Area Plan (SAP)***F9.6 Use Standards*

The use standard of the SAP deals with ground floor use of buildings and is not applicable to the proposal.

F9.7 Development Standards for Buildings and Works

The proposal is assessed as complying with the acceptable solutions of applicable standards, except for the acceptable solutions of F9.7.8 Crime Prevention Through Environmental Design and F9.7.10 Landscaping, where the proposal relies on the associated performance criteria.

The performance criteria of F9.7.8 Crime Prevention Through Environmental Design require development to minimise opportunities for crime or antisocial behaviour through all of the following measures, where applicable:

- (a) the main entrance or entrances to a building must face and be clearly visible from the street; or an adjacent public space;

- (b) the windows in the upper floors of a facade adjacent to a street or public open space must overlook that street, or public space;
- (c) design and siting of public facilities such as toilets and parents rooms to maximise passive surveillance and minimise concealment and entrapment opportunities;
- (d) location of Automatic Teller Machines (ATMs) and public telephones in highly visible and well-lit locations;
- (e) avoidance of solid roller shutters on shopfronts;
- (f) use of open grill security devices on shopfronts only if such devices are necessary, unobtrusive and sympathetic to the character of the building and the streetscape;
- (g) natural and artificial lighting must be used to ensure that all publicly accessible areas are well lit at all times; reduce poorly lit or dark areas; minimise potential entrapment points and deter crime and vandalism;
- (h) public, communal and private areas must be clearly delineated within the site;
- (i) predictable routes and entrapment locations (e.g. concealed spaces near public pathways) must be minimised;
- (j) a structure (such as a carport, outbuilding, fence, or downpipe) that may act as a 'ladder' and provide an intruder with easy access to an upper floor of a building must not be located adjacent to the window or balcony of that upper floor;
- (k) the street number of a building must be visible from the street and made of a reflective material to allow visitors and emergency vehicles to easily identify the location of the building;
- (l) clear use of signage or access control measures to direct appropriate pedestrian movement.

The proposal is considered to reduce crime risk and minimise opportunities for crime and increases the safety and perception of safety in public and semi-public spaces by providing sufficient lighting and clear delineation of spaces, which appropriately directs pedestrian movement. The proposal complies with the standard through the performance criteria.

The performance criteria of F9.7.10 Landscaping requires a landscaping plan, prepared by a suitably qualified landscape architect, to demonstrate that publicly accessible spaces between buildings are landscaped to a high standard and integrate with other public open spaces, with a shared palette of paving materials, street furniture, lighting and the like.

The proposed two-toned paving, street tree plantings, garden beds and street furniture are considered to be of a high standard and effectively integrate the public spaces within the CBD. The proposal is assessed as satisfying the performance criteria and complies with the standard, subject to conditions.

INTERNAL REFERRALS

Development Engineer

Council's Development Technical Officer has reviewed the proposal and made the following comments and recommended conditions.

E6.0 Parking and Access Code

This code applies to all use and development.

assessment for detail on traffic assessment)

The external traffic engineer supports the proposal on both traffic and parking grounds.

Due to no additional carparking being created it is considered the parking and access code should not apply to this application. However, as no details have been provided on surface treatment it is recommended a condition of approval that vehicle surface areas be imperviously sealed.

E7.0 Stormwater Management Code

It is recommended stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure to satisfy the Stormwater Management Code clause E7.7.1 of the Glenorchy Interim Planning Scheme.

The remaining clauses of the stormwater management code is not applicable to this application

Other

E3.0 Landslide Code

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

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

There is no waterway and coastal protection issues identified that affect this application

E15.0 Inundation Prone Areas Code

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

A traffic assessment from an traffic engineer consultant (please refer to this

Heritage Officer

HERITAGE LISTINGS:

Works associated with the CBD Revitalisation Project will encroach upon the Title boundaries of four Heritage Places listed in the Historic Heritage Code (E13.0) and one tree listed in the Significant Trees Code (E24.0) of the *Glenorchy Interim Planning Scheme 2015* (GIPS), as follows:

Table E13.1 REF No.	Tasmanian Heritage Register	Street Address	Property Name	General Description
0102	No	Main Road	O'Briens Bridge	Bridge
0208	Yes	388-388A Main Road, Glenorchy	Snows Dry Cleaning	Factory
0092	No	382-386A Main Road, Glenorchy	Hickman's Store	Building
0095	Yes	2 Tolosa Street, Glenorchy	St. Matthews Church	Church and graves
0241	No	374 Main Road, Glenorchy	Glenorchy Council garden	War Memorial

Figure 1: Tabulated Listings (Source: GIPS, Historic Heritage Code E13.0)

Table E24.1 REF No.	No. of trees	Street Address	Botanical Name	Common name
T002	1	374 Main Road, Glenorchy	<i>Schinus molle</i>	Pepper tree

Figure 2: Tabulated Listing (Source: GIPS, Significant Trees Code E24.0)

JURISDICTIONAL CONSIDERATIONS & APPLICATION OF THE HERITAGE CODE:

Clause E13.2 of the Historic Heritage Code in the GIPS, renders the Code inoperable where a Place is also listed in the Tasmanian Heritage Register.

In view of the above, the Glenorchy Planning Authority's jurisdiction in regard to Heritage Places potentially subject to the scope of works comprising PLN-17-280 is restricted to:

- Ref. No 0102: Main Road, O'Brien's Bridge
- Ref. No 0092: 382-386A Main Road, Glenorchy (formerly Hickman's Store)
- Ref. No 0241: 374 Main Road, Glenorchy (all that part of the land inside a 7 metre radius from the centre of the War Memorial)

[along with T002, the Pepper Tree at 374 Main Road, Glenorchy, above]

BRIEF DESCRIPTIONS, HISTORICAL CONTEXT AND SIGNIFICANCE:

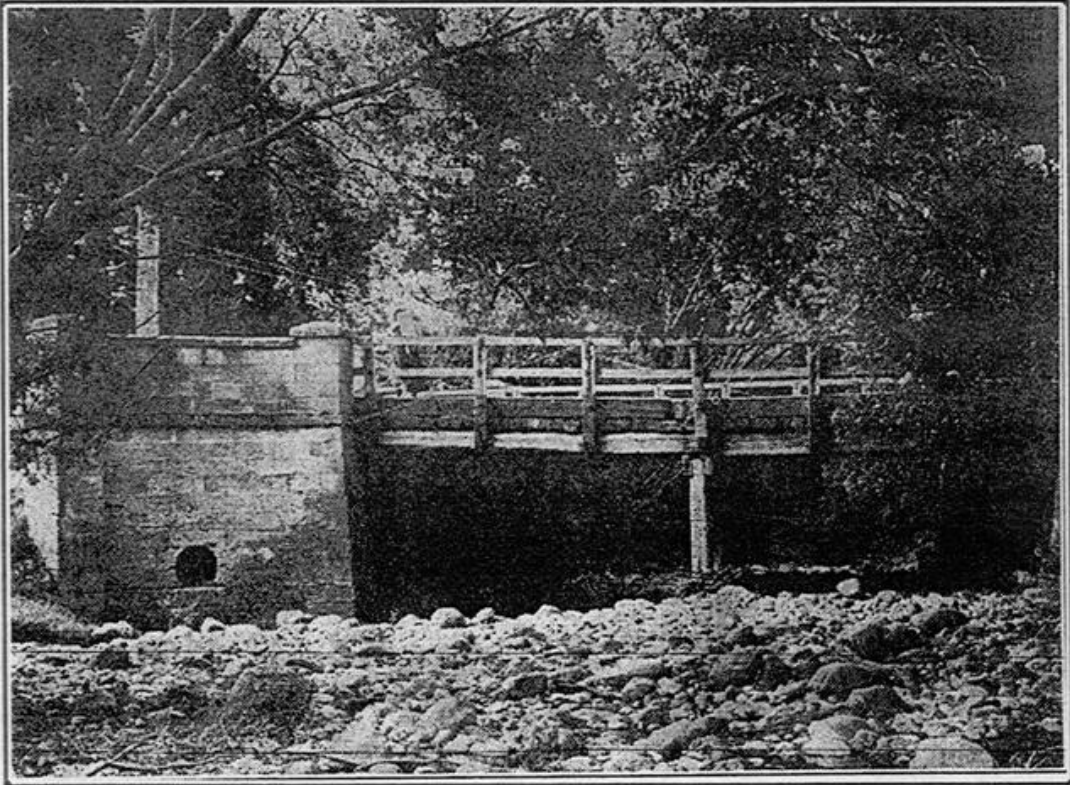
Main Road, Glenorchy (O'Brien's Bridge)

O'Brien's Bridge is a single span, hybrid structure. Two principal phases of construction are evident.

19th century sandstone abutments and curved wing walls on the upstream side of the bridge have been retained and capped by an expanded - concrete sill-beam - structure that forms part of extensive modifications implemented during the mid-20th century. The latter includes art-deco detailing evident in the post and parapet wall at deck level.

Archival information suggests the sandstone abutments and wing walls form part of a bridge constructed in 1844, potentially with convict labour (see archival photo, following, showing the bridge in the 1920s). Although no information could be located on the precise evolution of bridges at this point on the Main Road, it is known that Thomas O'Brien, after whom the settlement (later to become Glenorchy) was named, and who owned land on the western side of the rivulet, helped construct an earlier bridge at this location.

During the mid-1930s, O'Brien's Bridge was the subject of a major upgrade. Work carried out at that time included extension of the abutments in concrete on the downstream side of the bridge to accommodate a widened carriageway and deck.



O'Brien's Bridge in the 1920's. This picture was probably taken in the Summer when the creek was very low. This bridge was one of many that has been built here but all have met the same fate, that is, they were damaged by floods.



O'Brien's Bridge sandstone wing wall and abutment south-east corner.
(Source: GCC photo)



Art deco post detail and parapet wall looking west along the Main Road.
(Source: GCC photo)

O'Brien's Bridge is significant as a representative of bridge construction techniques and materials prevalent during the mid-19th and mid-20th centuries. Sandstone abutments and wing walls survive from the earlier period whilst the concrete construction represents the mid-20th century preference for construction in permanent materials (i.e., concrete construction quite often replacing timber structures). Art-deco detailing in the bridge at deck level reflects the mid-1930s date of construction and is an increasingly rare attribute of bridges on Tasmanian roads.

The widened structure demonstrates the evolution of the transport system from the horse-and-cart to the motor car era.

It is a landmark place, being an early crossing point on the Main Road and O'Brien's Bridge being the original European name attributed to Glenorchy.

References:

- Glenorchy History Group Inc., July 2001. Glenstory – Journal, Volume 2, Issue 5 to 7, p7.
- Glenorchy History Group Inc., December 2004. Glenstory – Journal, Volume 2, Issues 7 to 8, p18.
- Alexander, A, 1986. Glenorchy 1804 – 1964. Glenorchy City Council.
- Public Works Department (PWD) archival plans showing changes to the bridge proposed in 1936.

382-386A Main Road, Glenorchy (formerly Hickman's Store):

Hickman's Store was a typical turn-of-the-20th-century general country store, similar, for example, to Brown Brothers' at Longford, in that it stocked a wide range of goods from hardware to groceries. It was established at a time when commercial confidence had returned after the 1890s depression. George Hickman (1861–1945) was born at Lenah Valley, but as a young man worked in a store in St Helens and as a shipping agent before establishing a store at Glenorchy in 1893. Hickman was later a Glenorchy councillor and magistrate. The present building was constructed for Hickman and Co, a hardware and grocery business, in 1903. After Hickman's retirement in 1935 it was turned into two shops: a butchery at No.384 and TS Hickman's grocery and general store at No.386



Hickman & Co store c1903.
(Source: Unknown – GCC collection)

The butchery remained into the 1990s, but No.386 became Glenorchy Hardware. Many general stores of this kind lost out to supermarkets and department stores in the post-World-War-II era, particularly in expanding areas like central Glenorchy. The evolution of Hickman's Store demonstrates the population expansion of Glenorchy and the arrival of large shopping chains in the Glenorchy commercial precinct with which smaller operators could not compete.

The basic form of the store remains clearly recognisable in the otherwise blank façade of the building.



The façade of Hickman's Store remains clearly discernible in the present despite the loss of detail.

(Source: GCC photo)

References:

- 'Obituary: Mr GM Hickman', *Mercury*, 16 July 1945, p.12.
- *Hobart Gazette*, 24 November 1903, p.1894.
- *Tasmanian Government Gazette*, 26 March 1945, p.286.
- Alexander, *Glenorchy* 1964–1998, p.162.

374 Main Road, Glenorchy (all that part of the land inside a 7 metre radius from the centre of the War Memorial):

The Glenorchy municipality has a long and distinguished history of war service and enlistment. With the exception of the first expeditionary force and several details, all troops sent from Tasmania during the First World War were trained within the municipality at the Claremont army camp. The existing memorial in what was originally known as War Memorial Park, opened by Victoria Cross-winner JJ Dwyer, MHA, Minister for Agriculture in 1958, is situated in the hub of the city and is a focal point of ANZAC day commemorations. The panels bearing the inscriptions appear to have been relocated from the 1921-22 Soldiers' Memorial located outside the original chambers adjacent the listed Pepper Tree.



c1960 view of Council showing the war memorial (bottom right).
(Source: Vern Reid photo in GCC collection)



1922 photo showing the panels in their original position at the opening of the Soldier's Memorial outside the old Council Chambers.
(Source: *Tasmanian Mail* in GCC collection)



ANZAC Day 2016 – War Memorial at left
(Source: GCC collection)

The location of the memorial corresponds partly with the site of an historic Inn. The Dusty Miller Inn, built by ex-convict Thomas Walton in 1837 as the Kensington Inn, and licensed 1838–84, stood on the corner of Main Road and Tolosa Street. A substantial stable building appears to have stood behind it, orientated parallel to the Main Road. The inn served as a private home in the years after it ceased trading, with William G Nichols willing the site to his wife Sarah Ann Nichols at his death in 1909. The former inn seems to have stood well into the 20th century. In 1935, for example, it was reported that the owners of ‘the Dusty Miller property’ at the corner of Main Road and Tolosa Street would not sell it to the council. The 1945 assessment roll has DO Morgan owning house and land at 378 Main Road, sandwiched between the Council Chambers and Post Office on one hand, and Tolosa Street on the other. The former inn’s curtilage was further reduced, and its stables gone, since the Labour Bureau then stood in its present position on Tolosa Street. This significant landmark gave Tolosa Street its original name of Dusty Miller Lane.



This cropped aerial view from 1946 shows the Dusty Miller Inn. The building to the immediate right of picture is the old Council Chambers and the Labour Bureau building is pictured slight left of centre in the position it occupies today.

(Source: Lands Tasmania Glenorchy 1946 Run 5_14192 in Praxis Environment, 2016, Figure 3.7, p. 22)

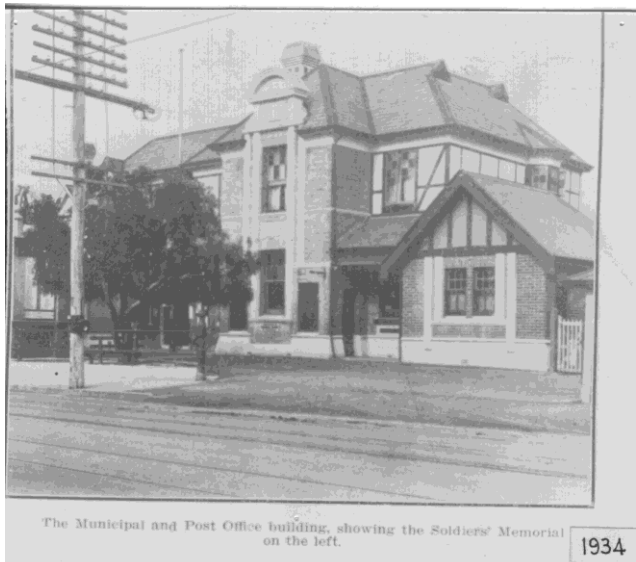
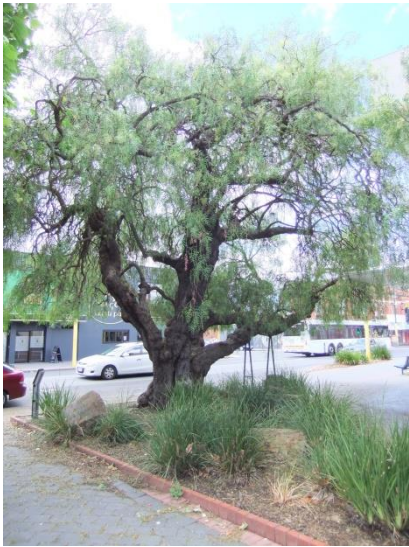
The Dusty Miller Inn is no longer extant, however, the Applicant's archaeological consultant (Praxis Environment) has undertaken a detailed study of the subject site, finding the prospect of survival of features and deposits associated with the Inn in subsurface contexts corresponding to the site of the War Memorial is potentially high for the greater part. The site has had only one significant development phase overlain by 70 years of use and occupation. Its significance lies in its potential to contain information of an archaeological nature relating to the form and function, use and occupation of an early (ie, 1830s) Inn.

References:

- Extract of title held by Glenorchy City Council.
- 'Glenorchy Council', *Mercury*, 21 November 1935, p.15.
- *Tasmanian Government Gazette*, 26 March 1945, pp.286 and 299.
- Praxis Environment, May 2016. Statement of Archaeological Potential – Dusty Miller Inn Site – 374 Main Road, Glenorchy. Unpublished report submitted by the Applicant.

Pepper Tree (*Schinus molle*) at 374 Main Road, Glenorchy:

The Pepper Tree is believed to have been planted around the turn of the 20th century outside the former Council Chambers and Post Office, possibly as part of a memorial to those who fought in the Boer War. It is considered significant as a potential memorial tree, as a marker of the site of the former council offices, and for its venerable status as a constant element in the streetscape over a period well in excess of 100 years.

 The Municipal and Post Office building, showing the Soldiers' Memorial on the left. 1934	
Former Council Chambers (& Post Office) c1934, Pepper Tree in front at left. (Source: Tasmanian Mail, 1934, in GCC collection)	The Pepper Tree in its present setting. (Source: GCC photo)

SCOPE OF PLANNING PERMIT APPLICATION

The scope of works includes:

For O'Brien's Bridge, Main Road Glenorchy:

- Replacement of the existing kerb and channel, footpath and road seal on approach to the bridge adopting the same alignment and level as existing.

For 382-386A Main Road, Glenorchy (former Hickmans Store):

- Replacement of the existing footpath (pavers and/or concrete) up to the building line and re-paving in new two-tone grey paving.

For 374 Main Road, Glenorchy (eg, all that part of the land inside a 7 metre radius from the centre of the War Memorial):

- Replacement of existing pavers with single tone pavers consistent with new style.

In the vicinity of the Pepper Tree (*Schinus molle*) at 374 Main Road, Glenorchy:

- Re-shaping of the garden surround, new concrete walling and seat.

APPLICABLE STANDARDS

Heritage Places: E13.7.2 Buildings and Works Other than Demolition

The objectives of E13.7.2 of the Historic Heritage Code apply and are aimed at ensuring that development at a heritage place is:

- (a) undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance; and
- (b) designed to be subservient to the historic cultural heritage values of the place and responsive to its dominant characteristics.

In achieving the objectives, the following Performance Criteria must be satisfied:

P1: Development must not result in any of the following:

- (a) loss of historic cultural heritage significance to the place through incompatible design, including in height, scale, bulk, form, fenestration, siting, materials, colours and finishes;
- (b) substantial diminution of the historic cultural heritage significance of the place through loss of significant streetscape elements including plants, trees, fences, walls, paths, outbuildings and other items that contribute to the significance of the place.

P2: Development must be designed to be subservient and complementary to the place through characteristics including:

- (a) scale and bulk, materials, built form and fenestration;
- (b) setback from frontage;
- (c) siting with respect to buildings, structures and listed elements;
- (d) using less dominant materials and colours.

P3: Materials, built form and fenestration must respond to the dominant heritage characteristics of the place, but any new fabric should be readily identifiable as such.

P4: Extensions to existing buildings must not detract from the historic cultural heritage significance of the place.

A5: Acceptable Solution: New front fences and gates must accord with original design, based on photographic, archaeological or other historical evidence.

P5: New front fences and gates must be sympathetic in design, (including height, form, scale and materials), to the style, period and characteristics of the building to which they belong.

P6: The archaeological potential is understood and impacts to archaeological evidence are managed in accordance with an archaeological method statement.

E24.6.1 Lopping, pruning, removal or destruction of significant trees

The objective of E24.6.1 of the Significant Trees Code applies and is aimed at ensuring that significant trees are not unnecessarily destroyed and are managed in a way that maintains their health and appearance.

In achieving the objective, the lopping, pruning, removal or destruction of any tree listed in Table E.24.1 Significant Tree List may be approved having regard to all of the following:

- (a) the impact that the proposed tree removal, lopping or pruning would have on the character of the area or the appearance of development on the site;
- (b) whether the removal or destruction of the tree is appropriate due to the tree being near the end of its expected life span or being in poor health;
- (c) the proposed means of lopping, pruning, destruction or removal of vegetation;
- (d) the need to maintain and protect the amenity value of the tree and the general area and its landscape and heritage significance;
- (e) any hazards the tree poses to the health, welfare and safety of persons and to property;
- (f) the impact on the appearance or setting of any place of cultural heritage significance;
- (g) whether pruning or lopping will adversely affect the health, appearance or significance of the tree.

ASSESSMENT AGAINST APPLICABLE GIPS 2015 HERITAGE OBJECTIVES

O'Brien's Bridge, Main Road Glenorchy:

The applicable standards for Buildings and Works other than Demolition in Clause E13.7.2 of the Historic Heritage Code have been applied and the assessment finds that the proposal to replace the existing kerb and channel, footpath and road seal on approach to the O'Briens Bridge will have no adverse impact upon the significant attributes of the structure nor its presence in the streetscape.

382-386A Main Road, Glenorchy (formerly Hickman's Store):

The applicable standards for Buildings and Works other than Demolition in Clause E13.7.2 of the Historic Heritage Code have been applied and the assessment finds that the proposal to replace the existing footpath (pavers and/or concrete) up to the building line and re-paving in new two-tone grey paving will have no impact on any significant attributes of the building.

374 Main Road, Glenorchy (all that part of the land inside a 7 metre radius from the centre of the War Memorial):

The applicable standards for Buildings and Works other than Demolition in Clause E13.7.2 of the Historic Heritage Code have been applied and the assessment finds that:

(1) The proposal to replace existing pavers surrounding the War Memorial with single tone pavers consistent with the new style will likely enhance the presentation and setting of the Memorial resulting in a positive heritage outcome.

(2) Depending upon depth of disturbance, works in the vicinity of the War Memorial have the capacity to impact upon potentially significant sub-surface archaeological features and deposits associated with the 1830s Dusty Miller Inn.

Performance Criterion 6 in Clause E13.7.2 relates to archaeological values and requires that "archaeological potential is understood and impacts to archaeological evidence are managed in accordance with an archaeological method statement."

The Praxis Environment report submitted with the Application sets out in detail the archaeological potential of the War Memorial (and environs). The archaeological potential is therefore, understood and depicted in an Archaeological Zoning Plan (PLN-17-280, P2, and Page 1 of 1).

A condition requiring management of archaeological evidence in accordance with an archaeological method statement is recommended.

Pepper Tree (*Schinus molle*) at 374 Main Road, Glenorchy:

The applicable standards for Lopping, pruning, removal or destruction of significant trees in Clause E24.6.1 of the Significant Trees Code have been applied and the assessment finds that the proposal has the prospect of satisfying the provisions subject to conditions reflecting professional advice.

Element Tree Services' assessment has found that garden bed expansion should have a positive impact upon the Pepper Tree provided design details associated with edging, seating and paving are considered during early phase works and construction phase procedures specifically aimed at protecting the tree are implemented.

Summary GCC Heritage Assessment:

Conditional approval is the recommendation from a heritage perspective.

The conditions proposed are aimed at addressing those aspects of the Application where management and mitigation of potential impacts are necessary to satisfy performance criteria in relation to archaeology and preservation of the surviving integrity and maintenance of the landscape life of a significant tree.

An advice clause is also recommended to encourage the application of archaeological procedures, implemented in regards to the War Memorial's coincidence with the Dusty Miller, more broadly and wherever CBD revitalisation works coincide with archaeological sensitivity as defined in the Praxis Environment documentation.

RECOMMENDATION:

The recommendation is for approval of the Application with conditions and advice, as follows:

EXTERNAL REFERRALS

Transport Engineer

A consultant Transport Engineer has conducted an independent review of the proposal and has made the following comments in relation to the requirements of the planning scheme.

Whilst the proposal is not a land use development that generates traffic, it was assessed against the requirements of E5.0, 'Road and Railway Assets Code', and E6.0, 'Parking and Access Code', of the Glenorchy Interim Planning Scheme 2015.

Code E5.0 applies to the use of development of land that requires a new vehicular crossing, junction or level crossing, or a development that intensifies the use of an existing access. In this case, the proposal modifies existing junctions in the network rather than creating new junctions. The purpose of Code E5.0 is to protect the safety and efficiency of the road network and reduce conflicts between sensitive uses and major roads.

The purpose of Code E6.0 is to:

- a. Ensure safe and efficient access to the road network for all users, including drivers, passengers, pedestrians and cyclists;
- b. Ensure enough parking is provided on site to minimise on-street parking and maximise the efficiency of the road network;
- c. Ensure sufficient parking is provided on site to minimise on-street parking and maximise the efficiency of the road network;
- d. Ensure parking areas are designed and located in conformity with recognised standards to enable safe, easy and efficient use and contribute to the creation of vibrant and liveable places;
- e. Ensure access and parking areas are designed and located to be safe for users by minimising the potential for conflicts involving pedestrians, cyclists and vehicles; and by reducing opportunities for crime and anti-social behaviour;
- f. Ensure that vehicle access and parking areas do not adversely impact on amenity, site characteristics or hazards;
- g. Recognise the complementary use and benefit of public transport and non-motorised modes of transport such as bicycles and walking;
- h. Provide for safe servicing of use or development by commercial vehicles;

The application of Code E6.0 applies to all use and development.

The proposal was assessed against the purpose of Codes E5.0 and E6.0 as it is not a land use development that generates traffic in its own right.

E5.0 Assessment

The proposal neither provides new road junctions nor intensifies use of existing junctions, but upgrades existing transport infrastructure. As a result, the technical assessment of these junctions is deemed to be satisfied. The proposal therefore meets the requirements of E5.0 of the Planning Scheme.

E6.0 Assessment

Safe and Efficient Access for All Road Users

The proposal reconstructs existing transport infrastructure along Main Road between O'Briens Bridge and Terry Street/ Peltro Street. The following is relevant with respect to part (a) of the purpose of Code E6.0:

- ☐ The proposal provides minor improvements for pedestrian movements across and along the Main Road corridor and connecting side roads within the revitalised area.
- ☐ Cyclist accessibility is improved through the installation of cycle lanes in Peltro Street. Improved access between Glenorchy CBD and the Intercity Cycleway is provided.
- ☐ Traffic modelling undertaken by GHD indicates that only small travel time increases are imposed along the Main Road corridor by the traffic calming measures incorporated into the design. Moderate increases in travel time were noted along the King George V Avenue corridor as a result of increased traffic flow.

Parking Provision

Unlike most land use developments, the proposal does not generate car parking demands in its own right. The on-street parking provided in Main Road and connecting side roads is used as a shared resource by adjacent and nearby land uses. The changes result in the net loss of 17 on-street parking spaces. The on-street parking changes are summarised as follows:

- ☐ Peltro Street – Loss of 3 spaces 1-hour parking spaces due to bi-directional cycle lane installation.
- ☐ Main Road between Eady St and Bus Mall (western side) – loss of one parking space due to lengthened bus left turn lane. New on-street disabled parking space provided.
- ☐ Main Rd between Peltro St and Bus Mall (eastern side) – gain of one disabled parking space, located immediately adjacent to the Northgate main entrance.
- ☐ Main Rd between Bus Mall and Regina St – Additional 'maxi-taxi' parking space adjacent to Northgate.

- Main Rd between Regina St and Barry St – loss of 12 parking spaces. All parking removed on eastern side (11 spaces), and 1 space removed on western side. Relocation of motorcycle spaces from eastern side to western side of road.

The Glenorchy Commercial Precinct has a total of 1,022 parking spaces. This consists of 248 on-street spaces and 774 off-street spaces. The loss of 17 on-street parking spaces represents a 6.8% reduction of available on-street spaces in the Precinct, and 1.7% reduction of overall spaces (on and off-street spaces combined).

The net on-street parking reduction is not considered significant in the context of the overall parking supply for the Glenorchy Commercial Precinct. The installation of on-street disabled parking spaces and a new cycle lane connecting to the Intercity Cycleway offsets the parking loss through increased accessibility for all users. This is consistent with the principles of the Performance Criteria of Clause E6.6.1 of the Planning Scheme (the number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to car parking demand; availability of on-street parking; public transport; other modes of transport such as cycling; etc).

It is further noted that the reduced traffic volume and reduced vehicle speeds will result in safer and more efficient parking operation of the on-street parking spaces along Main Road.

The proposal therefore meets the requirements of parts (a), (b), (c), and (d) of the purpose of Code E6.0.

Alternative Transport Modes

In general, the proposal encourages alternative modes of transport such as walking, cycling and public transport. Walking and cycling have been deliberately encouraged in the design through improvements and additional infrastructure.

The project retains existing connectivity to the Bus Interchange at Tolosa Street. The left turn entry lane has been extended, resulting in the loss of one on-street parking space. Swept paths of buses entering and leaving Tolosa Street were reviewed and found to be acceptable.

The addition of a bi-directional cycle lane in Peltro Street provides improved accessibility for cyclists between the Glenorchy Commercial Precinct and the Intercity Cycleway.

The proposal generally improves pedestrian accessibility and pedestrian safety through improved footpath infrastructure, street furniture (to encourage pedestrian trips) and reduced traffic flow and reduced vehicle speeds along Main Road.

The proposal therefore meets the requirements of parts (e) and (g) of the purpose of Code E6.0.

Road Design Standards

The proposal is a modern contemporary design that attempts to reduce vehicle speeds and volumes, whilst improving pedestrian mobility and safety. The design has been undertaken in accordance with relevant standards and guidelines (Austroads and Australian Standards).

The road widths reduce to a minimum of 2.8 metres in some sections. This is generally lower than the typical 3.0 metre minimum provided in urban environments. At these locations, the narrow lane is adjacent to a central median treatment that enables some vehicle overhang if required. It is further noted that alternative routes are available for larger vehicles (King George V Avenue and Barry Street). This has been a long-standing strategy for the Glenorchy Commercial Precinct to reduce unnecessary through traffic along the Main Road corridor by encouraging traffic to utilise these alternative routes. The lane widths are therefore considered acceptable, particularly in the context of the proposed reduced speed limit of 40- km/h.

The proposal includes three speed humps: east of Barry Street, a raised intersection platform at Regina Street and a raised intersection platform at the Tolosa Street junction. The designs of these are in accordance with relevant standards and guidelines. It is noted that the existing legislative framework for the approval of speed humps precludes their installation in areas that are not residential. The Transport Commissioner therefore cannot approve these traffic management devices until this legislation is altered. It is understood that State Growth are supportive of the speed humps in principle and the process for modifying the legislation is currently underway. The proposal also results in the loss of several turn lanes along Main Road. Traffic modelling undertaken by GHD indicates that these lane reductions do not adversely impact on traffic efficiency of the road network. The proposal therefore meets part (f) of the purpose of Code E6.0.

Conclusions

The proposal is supported on traffic and parking grounds.

TasWater

TasWater are in support of the proposal and not recommended conditions or advice.

Heritage Tasmania

Under s36(3)(a) of the *Historic Cultural Heritage Act 1995* the Tasmanian Heritage Council provided a notice of no interest in the discretionary permit application because a Certificate of Exemption has been issued.

TasGas

TasGas are in support of the proposal and do not recommended conditions or advice

REPRESENTATIONS

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

The proposal is assessed as complying with all other use and development standards in the Glenorchy Activity Centre Urban Design Specific Area Plan, the Utilities zone, the Parking and Access code, the Stormwater Management code, the Heritage code, Inundation Prone Areas code and the Significant Trees code. 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 Glenorchy CBD Revitalisation Project (Main Road between Peltro St and Humphreys Rivulet, western side of Peltro St and intersection of KGV and Peltro St) including works on heritage listed properties at Northgate 387-391, 385a, 381, 398, 388-388a, 396, 392, 382-386a, 374, 374 and 3/370 Main Road and 2 Tolosa Street, Glenorchy subject to the following conditions:

Planning

1. Use and development shall be substantially in accordance with planning permit application No. PLN-17-280 and Drawing No. P1 submitted on 29 September 2017 and Drawing No. P2 submitted on 13 October 2017, except as otherwise required by this permit.
2. Any conditions and/or advice as determined by TasWater, and set out in the attached Appendix A, form part of this permit.
3. Landscaping must be to a high standard and must integrate public open spaces with a shared palette of paving materials, street furniture, lighting and the like.

Heritage

4. Heritage – War Memorial – Archaeology – Dusty Miller Inn site

An Archaeological Method Statement (AMS) aimed at managing and mitigating archaeological impacts in the area coinciding with the heritage listed extent of the War Memorial must be submitted to, and approved by, Council's Senior Statutory Planner prior to the commencement of any works involving ground disturbance associated with the project.

The AMS must:

- (a) Be prepared to industry standard (eg, the Tasmanian Heritage Council's Practice Note No. 2 – Managing Historical Archaeological Significance in the Works Application Process),
- (b) Incorporate within its scope, a design review to assist in the determination of likely impacts to archaeological potential (and appropriate archaeological response),
- (c) Take cognisance of:
 - (i) the Praxis Environment Archaeological Zoning Plan (PLN-17-280, P2, Page 1 of 1), and;

- (ii) the detailed context and findings in: Praxis Environment, May 2016. Statement of Archaeological Potential – Dusty Miller Inn Site – 374 Main Road, Glenorchy. Unpublished report prepared for the the Applicant,
 - (d) Specify archaeological procedures (including investigative, analytical, documentary and post-investigation reporting standards) to be implemented during the pre-construction, construction and post-construction phases of the project.
- 5. Significant Tree – T002 – Pepper Tree – Schinus molle

Prior to commencement of works, the extent and boundary of the Tree Protection Zone (TPZ) applicable to Significant Tree – T002 – Pepper Tree – Schinus molle, referred to in Element Tree Services, – Tree Protection Measures – Mature Pepper Tree, Unpublished report prepared for the Applicant and dated 10 November 2017 must be:

 - (a) clearly established by a qualified arborist; and
 - (b) included on accompanying plans, in design specifications and inductions, and;
 - (c) marked/defined on the ground for the duration of works.
- 6. The Specification for Works in the vicinity of Significant Tree - T002 - Pepper Tree - Schinus molle must be designed and carried-out according to the procedures and practices detailed in Element Tree Services, – Tree Protection Measures – Mature Pepper Tree, Unpublished report prepared for the Applicant and dated 10 November 2017, and must include within its scope and content:
 - (a) A Hold Point once pavers in the expanded garden bed area have been lifted and prior to excavation to facilitate further appraisal, and provision of updated advice, by a qualified arborist,
 - (b) Specifications to ensure that roots less than 50mm diameter are pruned with sharp tool and not torn-off leaving a ragged edge,
 - (c) Specifications to allow for flexibility in the siting of concrete seating to avoid the need to disturb large roots,
 - (d) Specifications for hand dug post-and-beam style footings for all edging and concrete seating to avoid the need to disturb large roots and to allow water and oxygen to permeate the ground,
 - (e) Installation of subsurface irrigation in the form of a porous hose placed on the existing soil level then covered in a layer of mulch,
 - (f) Implementation of mandatory construction phase practices to avoid root damage and soil compaction, including;
 - (i) Exclusion of vehicles and heavy machinery from the Tree Protection Zone (TPZ),

- (ii) Removal of pavers and footings by hand (only) in the TPZ of the Pepper Tree to avoid compaction and the prospect of overhead damage to woody sections or the crown of the tree arising from the use of machinery,
 - (iii) Ensuring there is no stockpiling of fill or dumping of contaminants at any time within the TPZ, and;
 - (iv) Measures to ensure that, if roots are exposed, they are immediately covered with soil, mulch or hessian and kept moist until the finished surface is established.
- (g) Provision for further specialist arborist advice:
- (i) Where roots greater-than-50mm diameter are encountered that conflict with the design, and;
 - (ii) If the frame supporting the large scaffold extending over the footpath needs to be re-positioned/reconfigured in any way.

Engineering

7. Soil and water management is to comply with best practice to prevent any transfer of soil material outside of the area specifically and necessarily disturbed for construction. Particular attention is to be paid to ensure no soil material is tracked onto roads and footpaths or to enter the Council's stormwater system. All aspects and protection measures in connection with soil and water management are to comply with the requirements of Council's Development Engineer and be installed prior to the removal of and/or disturbance of any soil or vegetation.
8. Car parking and vehicular access ways must be constructed and sealed with an approved impervious surface treatment. All runoff from paved and driveway areas must be retained within site boundaries and discharged into Council's stormwater system. Construction details must generally be in accordance with Council's standard requirements and must be provided in accordance with the "Australian Standard AS/ANZ 2890.1 – 2004 Off-Street Parking".
9. The car parking spaces for the use of people with disabilities, must be clearly marked with an impervious dust free surface in accordance with the standard for disabled car parking laid down in Australian Standard AS/NZS 2890.6 - 2009 Off-Street Parking for people with disabilities prior to use as approved.
10. Lighting must be provided for carpark and public spaces in accordance with Australian Standard AS 1158.3.1 – Lighting for roads and public spaces.
11. Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.

Advice to Applicant

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

Consideration should be given to applying archaeological procedures, specified and implemented to satisfy of Condition 4, to the broader environs (ie, wherever CBD revitalisation works coincide with archaeological sensitivity as defined in the Praxis Environment documentation) to ensure the project is responsive to archaeological values, and not confined solely to the statutory heritage-listing boundary encompassing the War Memorial.

Other Permits

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

APPENDIX**28.0 Utilities Zone**

Standard	Acceptable Solution	Proposed	Complies?
28.3 Use Standards			
28.3.1 Hours of Operation	A1 Hours of operation of a use within 50 m of a residential zone must be within 7.00 am to 7.00 pm, except if: (i) for office and administrative tasks; or (ii) a Utilities use.		NA
28.3.2 Noise	A1 Noise emissions measured at the boundary of a residential zone must not exceed the following: (a) 55 dB(A) (LAeq) between the hours of 7.00 am to 7.00 pm; (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00 pm to 7.00 am; (c) 65dB(A) (LAmax) at any time.		NA

Standard	Acceptable Solution	Proposed	Complies?
	Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness. Noise levels are to be averaged over a 15 minute time interval.		
28.3.3 External Lighting	A1 External lighting (not including street lighting) within 50 m of a residential zone must comply with all of the following: (a) be turned off between 10:00 pm and 6:00 am, except for security lighting; (b) security lighting must be baffled to ensure they do not cause emission of light outside the zone.		NA
28.3.4 Commercial Vehicle Movements	A1 Commercial vehicle movements, (including loading and unloading and garbage removal) to or from a site within 50 m of a residential zone must be within the hours of: (a) 7.00 am to 7.00 pm Mondays to Fridays inclusive; (b) 9.00 am to 5.00 pm Saturdays; (c) Nil Sundays and Public Holidays.		NA

Standard	Acceptable Solution	Proposed	Complies?
28.3.5 Discretionary Use	A1 No Acceptable Solution.		NA
28.4 Development Standards for Buildings and Works			
28.4.1 Building Height	A1 Building height must be no more than: 10m		NA
	A2 Building height within 10 m of a residential zone must be no more than 8.5 m.		NA
28.4.2 Setback	A1 Building setback from frontage must be no less than: 10 m.		NA
	A2 Building setback from a residential zone must be no less than: (a) 5 m; (b) half the height of the wall, whichever is the greater.		NA

Standard	Acceptable Solution	Proposed	Complies?
28.4.3 Landscaping	A1 Landscaping is not required along the frontage of a site if the building has nil setback to frontage.		NA
	A2 Along a boundary with a residential zone landscaping must be provided for a depth no less than: 10 m.		NA
28.4.4 Outdoor Storage Areas	A1 Outdoor storage areas for non-residential uses must comply with all of the following: (a) be located behind the building line; (b) all goods and materials stored must be screened from public view; (c) not encroach upon car parking areas, driveways or landscaped areas.		NA
28.4.5 Fencing	A1 Fencing must comply with all of the following: (a) fences and gates of greater height than 2.1 m must not be erected within 10 m of the frontage; (b) fences along a frontage must be 50% transparent above a height of 1.2 m;		NA

Standard	Acceptable Solution	Proposed	Complies?
	(c) height of fences along a common boundary with land in a residential zone must be no more than 2.1 m and must not contain barbed wire.		

APPENDIX

E6.0 Parking and Access Code

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

Standard	Acceptable Solution	Proposed	Complies?
E6.6.3 Number of Motorcycle Parking Spaces	A1 The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.		yes
E6.6.4 Number of Bicycle Parking Spaces	A1 The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.		yes
E 6.7 Development Standards			
E6.7.1 Number of Vehicle Accesses	A1 The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.		NA
E6.7.2 Design of Vehicular Accesses	A1 Design of vehicle access points must comply with all of the following: (a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – “Access Facilities to Off-street Parking Areas and Queuing Areas” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking;		NA

Standard	Acceptable Solution	Proposed	Complies?
	(b) in the case of commercial vehicle access; the location, sight distance, geometry and gradient of an access must be designed and constructed to comply with all access driveway provisions in section 3 “Access Driveways and Circulation Roadways” of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities.		
E6.7.3 Vehicular Passing Areas Along an Access	A1 Vehicular passing areas must: (a) be provided if any of the following applies to an access: (i) it serves more than 5 car parking spaces; (ii) is more than 30 m long; (iii) it meets a road serving more than 6000 vehicles per day; (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; (c) have the first passing area constructed at the kerb; (d) be at intervals of no more than 30 m along the access.		NA
E6.7.4 On-Site Turning	A1 On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following: (a) it serves no more than two dwelling units; (b) it meets a road carrying less than 6000 vehicles per day.		NA

Standard	Acceptable Solution	Proposed	Complies?
E6.7.5 Layout of Parking Areas	A1 The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 “Design of Parking Modules, Circulation Roadways and Ramps” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 “Headroom” of the same Standard.		Yes
E6.7.6 Surface Treatment of Parking Areas	A1 Parking spaces and vehicle circulation roadways must be in accordance with all of the following; (a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway; (b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.		Yes
E6.7.7 Lighting of Parking Areas	A1 Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 “Basis of Design” and clause 3.6 “Car Parks” in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.		Yes
E6.7.8 Landscaping of Parking Areas	A1 Landscaping of parking and circulation areas must be provided where more than 5 car parking spaces are proposed.		Yes

Standard	Acceptable Solution	Proposed	Complies?
	This landscaping must be no less than 5 percent of the area of the car park, except in the Central Business Zone where no landscaping is required.		
E6.7.9 Design of Motorcycle Parking Areas	A1 The design of motorcycle parking areas must comply with all of the following: (a) be located, designed and constructed to comply with section 2.4.7 "Provision for Motorcycles" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) be located within 30 m of the main entrance to the building.		NA
E6.7.10 Design of Bicycle Parking Facilities	A1 The design of bicycle parking facilities must comply with all the following: (a) be provided in accordance with the requirements of Table E6.2; (b) be located within 30 m of the main entrance to the building.		NA
	A2 The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 "Design of Parking Facilities" and clauses 3.1 "Security" and 3.3 "Ease of Use" of the same Standard.		NA

Standard	Acceptable Solution	Proposed	Complies?
E6.7.11 Bicycle End of Trip Facilities	A1 For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycle spaces thereafter.		NA
E6.7.12 Siting of Car Parking	A1 Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must be located behind the building line of buildings located or proposed on a site except if a parking area is already provided in front of the building line of a shopping centre.		NA
E6.7.1.13 Facilities for Commercial Vehicles	A1 Commercial vehicles facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2 : Commercial. Vehicle Facilities AS 2890.2:2002, unless: (a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site; (b) the use is not primarily dependent on outward delivery of goods from the site.		NA
E6.7.14 Access to a Road	A1 Access to a road must be in accordance with the requirements of the road authority.		NA

APPENDIX**E7.0 Stormwater Management Code**

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

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

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

Standard	Acceptable Solution	Proposed	Complies?
E15.6 Use Standards			
E15.6 Use Standards	A1 Change of use of a non-habitable building to a habitable building or a use involving habitable rooms must comply with all of the following: (a) floor level of habitable rooms is no less than the AHD level for the Coastal Inundation Low Hazard Area in Table E15.1; (b) floor level of habitable rooms is no less than the AHD level for the 1% AEP plus 300mm if in an area subject to riverine flooding.		NA
E15.7 Development Standards for Buildings and Works			
E15.7.1 Coastal Inundation High Hazard Areas	A1 For a habitable building, including extensions to existing habitable buildings, there is no Acceptable Solution.		NA
	A2 For a non-habitable building, an outbuilding or a Class 10b building under the Building Code of Australia, there is no Acceptable Solution.		NA

E15.7.2 Coastal Inundation Medium Hazard Areas	A1 For a new habitable building there is no acceptable solution		NA
	A2 Except for new rooms associated with habitable buildings other than dwellings, for which there is no acceptable solution, an extension to an existing habitable building must comply with one of the following: (a) new habitable rooms must comply with both of the following: (i) floor level no lower than the Minimum Level for the Coastal Inundation Low Hazard Area in Table E15.1, (ii) floor area of the extension no more than 40 m ² from the date of commencement of this planning scheme; (b) new habitable rooms must be above ground floor.		NA
	A3 A non-habitable building, an outbuilding or a Class 10b building under the Building Code of Australia, must have a floor area no more than 40 m ² .		NA
E15.7.3 Coastal Inundation Low Hazard Areas	A1 A new habitable building must comply with the following: (a) floor level no lower than the Minimum Level for the Coastal Inundation Low Hazard Area in Table E15.1;		NA

	A2 An extension to a habitable building must comply with either of the following: (a) floor level of habitable rooms is no lower than the Minimum Level for the Coastal Inundation Low Hazard Area in Table E15.1; (b) floor area is no more than 60 m².		NA
	A3 A non-habitable building, an outbuilding or a Class 10b building under the Building Code of Australia, must have a floor area no more than 60 m².		NA
E15.7.4 Riverine Inundation Hazard Areas	A1 A new habitable building must have a floor level no lower than the 1% AEP (100 yr ARI) storm event plus 300 mm.		NA
	A2 An extension to an existing habitable building must comply with one of the following: (a) floor level of habitable rooms is no lower than the 1% AEP (100 yr ARI) storm event plus 300 mm; (b) floor area of the extension no more than 60 m² as at the date of commencement of this planning scheme.		NA
	A3 The total floor area of all non-habitable buildings, outbuildings and Class 10b buildings under the Building Code of Australia, on a site must be no more than 60 m².		NA

15.7.5 Riverine, Coastal Investigation Area, Low, Medium, High Inundation Hazard Areas	A1 For landfill, or solid walls greater than 5 m in length and 0.5 m in height, there is no acceptable solution.		NA
	A2 No acceptable solution.		NA
	A3 A land application area for onsite wastewater management must comply with all of the following: (a) horizontal separation distance from high water mark or from the top of bank of a watercourse or lake must be no less than 100 m; (b) vertical separation distance from the water table must be no less than 1.5 m.		NA
E15.7.6 Development Dependent on a Coastal Location	A1 An extension to an existing boat ramp, car park, jetty, marina, marine farming shore facility or slipway must be no more than 20% of the size of the facility existing at the effective date.		NA
	A2 No acceptable solution		NA
	A3 No Acceptable Solution for coastal protection works initiated by the private sector.		NA

APPENDIX**E24.0 Significant Trees Code**

Standard	Acceptable Solution	Proposed	Complies?
E24.6 Development Standards			
E24.6.1 Lopping, pruning, removal or destruction of significant trees	A1 No Acceptable Solution		No acceptable solution, see report

F9 Glenorchy Activity Centre Urban Design Specific Area Plan

Standard	Acceptable Solution	Proposed	Complies?
F9.6 Use Standards			
F9.6.1 Ground Floor Use	A1 Except for minimal interruptions necessary to provide access to foyers, arcades, tenancies, parking or servicing, including for residential uses on upper levels, building uses at ground floor level must be for retail, business, community or other non-residential purposes.		NA
F9.7 Development Standards for Buildings and Works			
F9.7.1	A1		NA

Standard	Acceptable Solution	Proposed	Complies?
F9.6 Use Standards			
Building Setback from a frontage or other public space boundary	Building setback from a frontage or other public domain boundary must be in accordance with the following, as applicable: (a) where the alignment of the boundary of the site and adjacent lots to a frontage or other public space boundary is the same and adjacent buildings are built to that boundary; nil setback; (b) where the alignment of the site and adjacent lots to a frontage or other public space boundary is different and adjacent buildings are built to that boundary; a setback which most nearly maintains a continuous building line; (c) where adjacent buildings are not built to the frontage or other public space boundary, a setback consistent with the existing established building alignments; (d) street setbacks may be modulated within a site to break up long building facades provided that no potential concealment or entrapment opportunity is created by ensuring that no projecting or receding element is deeper than 0.3m.		
F9.7.2 Building Height	A1 Building height must not be more than the following: (a) within 6m of a road: 10m;		NA

Standard	Acceptable Solution	Proposed	Complies?
F9.6 Use Standards			
	(b) on a site adjoining a building that is a heritage place or a place listed on the Tasmanian Heritage Register: not more than the height of the highest building on that place; (c) in all other cases, 20m.		
F9.7.3 Design of Buildings at Ground Level	A1 The ground floor level of a building must comply with all of the following: (a) constructed on or parallel to a frontage or other public space boundary; (b) have its main pedestrian entrance facing the road or other public space boundary; (c) have clear glazed ground level windows facing the road or other public space boundary that allow internal uses to be visible from and have opportunity to functionally relate to the road or other public space boundary; (d) avoid expanses of blank walls greater than 20% of wall length; (e) have a ground floor façade no higher than 4m. (f) not have a facade wall that contains with a recess or projection more than 0.3m; or creates a recess or projection more than 0.3m in combination with a facade wall on an adjacent site.		NA
F9.7.5 Design of Buildings on Corner Lots	A1 A building on a corner site must be designed to define the corner by incorporating one or more of the following:		NA

Standard	Acceptable Solution	Proposed	Complies?
F9.6 Use Standards			
	(a) corner elements such as pediments, turrets, verandahs, balconies or other articulation into the design of the building; (b) prominent entrances or windows at the apex; (c) increased roof expression or building height at the corner to emphasise the importance of the street corner; (d) a chamfered edge at the corner; (e) corner elements projected forward; (f) a change of building articulation, material or colour.		
F9.7.6 Awnings	A1 A box awning, cantilevered from the face of the building, must be provided along the full width of the building frontage and must have the following features: (a) set back 1m from the face of the kerb; (b) where there is no side slope, be horizontal and match the height of an adjoining or nearby awning; (d) where there is side slope, be horizontal and step up or down in height relative to other awnings to accommodate the slope; (e) has a consistent face depth of no more than 450mm; (f) the underside of the awning is a minimum of 3 metres and a maximum of 4 metres above the finished footpath level;		NA

Standard	Acceptable Solution	Proposed	Complies?
F9.6 Use Standards			
	(g) has 1m clearance to any tree trunk and main branches; (h) ensures that the lighting environment under the awning is in accordance with the standard required for applicable lighting sub-category P3, in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.		
F9.7.7 Parking Design and Location	A1 <i>Car parking associated with development must be designed and located in accordance with all of the following:</i> (a) <i>Parking must be located behind or underneath buildings.</i> (b) <i>Parking structures must comply with both of the following:</i> (i) <i>The facade of above ground parking must avoid expressing sloping ramps, strong horizontal banding, or features with an excessive vertical emphasis;</i> (ii) <i>Openings in parking structure facades must be screened to hide the parking operation as much as possible.</i>		NA
F9.7.8 Crime Prevention Through Environmental Design	A1 No acceptable solution.		No acceptable solution – see report

Standard	Acceptable Solution	Proposed	Complies?
F9.6 Use Standards			
F9.7.9 Pedestrian Movement	A1 Development must comply with all of the following: (a) be located away from the public domain; (b) involve no changes to existing pedestrian or vehicular access.		Yes
F9.7.10 Landscaping	A1 No acceptable solution.		No acceptable solution – see report
F9.7.11 Lighting	A1 The lighting environment in the public domain and adjacent publicly-accessible space must meet the standard for the applicable lighting sub-category in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting, corresponding to the appropriate area, as follows: (a) Pedestrian or cycle-oriented pathways (including footpaths): P3; (b) Areas around major entertainment venues, other than licensed premises: P6; (c) Transport terminals and interchanges: P6; (d) Areas primarily for pedestrian use, (including outdoor shopping precincts, malls & civic centres): P3.		Yes

Attachments/Annexures

- 1**  Glenorchy CBD Revitalisation Project