

GLENORCHY PLANNING AUTHORITY

AGENDA

MONDAY, 12 DECEMBER 2016



GLENORCHY CITY COUNCIL

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

Chairperson: Alderman K. Johnston

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 28 November 2016 be confirmed.

**5. PROPOSED USE AND DEVELOPMENT - MULTIPLE DWELLINGS
(RESIDENTIAL) RELYING ON PERFORMANCE CRITERIA - 8
WALKER STREET, ROSETTA**

Author: Planning Officer (Peter Coney)

Qualified Person: Planning Officer (Peter Coney)

Property ID: 5348209

REPORT SUMMARY:

<i>Application No.:</i>	PLN-16-182
<i>Applicant:</i>	C L Andrews & Associates Pty Ltd
<i>Owner:</i>	Medoutcomes Pty Ltd
<i>Zone:</i>	General Residential
<i>Use Class</i>	Residential
<i>Application Status:</i>	Discretionary
<i>Discretions:</i>	10.4.6 (P3) Privacy for all dwellings 10.4.3 (P2) Site Coverage and Private Open Space E6.6.1 Number of Car Parking Spaces (The proposal meets all other applicable standards as demonstrated in the attached appendices)
<i>Level 2 Activity?</i>	No
<i>42 Days Expires:</i>	21st Dec 2016
<i>Existing Land Use:</i>	Residential
<i>Proposal In Brief:</i>	Multiple dwellings (Residential) relying on performance criteria
<i>Representations:</i>	1
<i>Recommendation:</i>	Approval subject to conditions

REPORT IN DETAIL:**PROPOSAL**

The proposal is for the development of three multiple dwellings, where one is existing, and two are to be constructed to the rear of that existing dwelling at 8 Walker Street Rosetta.

The proposed dwellings 2 and 3 each consist of 3 bedrooms, a bathroom, open plan kitchen and dining as well as a single garage and deck of a height above natural ground level, not more than 1m. Proposed Unit 1 is an existing single dwelling which the internal layout is not provided in the submitted plans. Council records indicate this dwelling has four bedrooms and a living area presently separated from the private open space by a hall. Each unit provides for private open space in excess of the acceptable solution of 60m² as well as provision for bin storage.

Overall the proposal has provision for eight car parking spaces, two of which are in internal garages. This is of a number which satisfies the Parking and Access code. Stormwater is proposed to be managed onsite through the use of an on site stormwater detention system prior to discharge to public stormwater infrastructure.

The proposal relies on the performance criteria 10.4.3 (P2) Site coverage and private open space, 10.4.6 (P3) for privacy for all dwellings and E6.6.1 Number of Car parking spaces.

SITE and LOCALITY

The site is located on the western side of Walker Street in Rosetta, approximately 75m from Katoomba Crescent. The site has one existing dwelling and has a large vacant portion to the rear. There are a number of small outbuildings associated with the existing dwelling on site. The site has a gentle grade toward the north west of approximately 5%. The locality is characterised by residential uses, the majority of which are single detached dwellings (see Figure 1).



Figure 1. Aerial view of the site and immediate surrounds.

ZONE

The proposed development is located in the General Residential zone. The site shares boundaries with other similarly zoned parcels of land as well as being in proximity to a parcel of land zoned open space (See Figure 2).

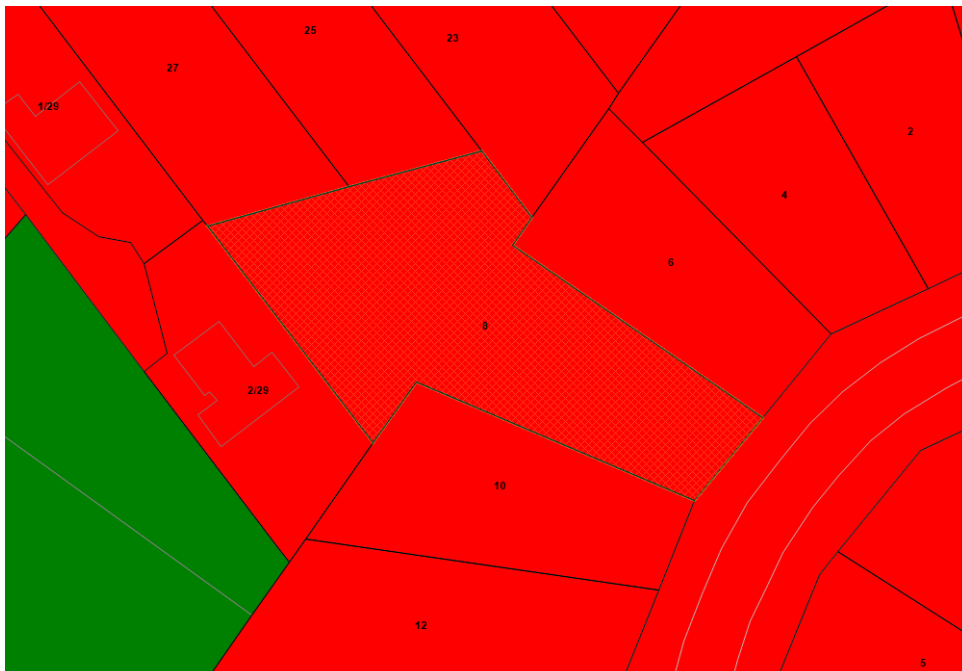


Figure 2. View of the zoning for the site and surrounding area indicating the general residential zone in red and the open space zone in green.

BACKGROUND

PLADH-1616/003 The site has had an approval for an adhesion order to be made on the property, so that what had been two lots, may be dealt with as one lot, to be built on. This approval was granted on the 8th of August 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

Nil

Limited Exemptions

Nil

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

SAP or Code provisions do not override zone provisions in the assessment of this application.

Use Class Description (Table 8.2):

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

Other relevant definitions (Clause 4.1):

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.

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.

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

Site area per dwelling means the area of the site (excluding any access strip) divided by the number of dwellings.

Finished ground level when used in respect of a development means the level of a site at any point after the development has been completed.

Natural ground level means the natural level of a site at any point.

Part C: Special Provisions

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

Part D: Zones

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

Zone Purpose Statements

The purpose of the zone is to provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided; to provide for compatible non-residential uses that primarily serve the local community; and to provide for the efficient utilisation of services

Use Table

Residential (multiple dwellings) is a permitted use and development within the General Residential Zone. However, the proposal is discretionary owing to reliance on performance criteria.

Use Standards

Not applicable standards, as the use standards relate to non-residential use, visitor accommodation and local shops.

Development Standards for Buildings or Works

The proposal complies with all of the development standards for buildings and works as demonstrated in Appendix 1, except where it relies on the performance criteria for 10.4.3 (P2) Site coverage and private open space and 10.4.6 (P3) Privacy for all dwellings.

10.4.3 (P2) Site Coverage and Private open Space

The proposal relies on the existing front garden to provide the most conveniently located private open space for the existing dwelling (Unit 1). The frontage is orientated in excess of 45° east of north and so does not satisfy (e) of the Acceptable solutions. The proposal therefore is reliant on the performance criteria to meet the standard, which require,

A dwelling must have private open space that:

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

(i) conveniently located in relation to a living area of the dwelling; and

(ii) orientated to take advantage of sunlight.

The proposed private open space for Unit 1 is proposed to be directly accessible owing to internal alterations to the room layout of that dwelling. This will remove a hallway and extend the living room to the front door. This alteration is considered to satisfy part (i) of (a). For part (ii), though the frontage is orientated in excess of 45° East of north, the area is considered to be of a large enough area (126m²), and would be only marginally overshadowed by the adjoining property at 6 Walker Street during the hours of 8am and 10am at the winter solstice thus providing access to adequate sunlight for more than 50% of that space..

The proposal complies with the standard, through the performance criteria.

10.4.6 (P3) Privacy for all dwellings.

The proposal does not meet the acceptable solution (A3), owing to the shared access being within 1m of two windows with a sill height of 1.7m above the shared driveway. As well, the shared parking space between unit 2 and unit 3 is not proposed to be screened, nor do the adjacent windows have a sill height above 1.7m. As all of these windows are to the habitable rooms, the proposal relies on the performance criteria to meet the objective. The objective of the standard is to provide reasonable opportunity for privacy for all dwellings. The performance criteria require,

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

Owing to the sill height of the windows on the north eastern side of the existing dwelling, above the shared driveway being 2.2m and 1.9m respectively, it is considered that the windows are designed and located to an extent which minimises the detrimental impacts of vehicle use in proximity to that dwelling.

With regard to the visitor parking space between unit 2 and unit 3, as there is no screening it is a recommended condition of approval that, the visitor parking space adjacent to the windows W5 - DS1815 for Unit 3 and W11 – DS15-15 for Unit 2, as shown on the plan, must be screened to minimise detrimental impacts of vehicle noise or vehicle light intrusion to the habitable rooms.

The proposal complies with the standard, through the performance criteria.

Part E: Codes

The following codes of the Scheme apply to this proposal:

E5.0 Road and Railway Asset Code

Though the proposed development intensifies the access at 8 Walker St, the proposal complies with the acceptable solution E5.5.1 (A3) for an access to a road with a speed limit of 60km/h or less. This is because as the anticipated vehicle movements are less than 40 per day

E6.0 Parking and Access Code

Eight car parking spaces are proposed, two of which are enclosed within a garage. The planning scheme requires two car parking spaces for each dwelling with two or more bedrooms and one dedicated visitor parking space per four dwellings. This equates to a requirement of seven car parking spaces. As there are eight provided on site there is a surplus of 1 space which equates to 14%. This is in excess of the allowable 10% and so the proposal is reliant on the performance criteria which require,

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

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

- (m) *whether the provision of the parking would result in the loss, directly or indirectly, of one or more significant trees listed in the Significant Trees Schedule.*

Comment

It is considered that the proposal satisfies the objective of the standard owing to having a number of car parking spaces which is sufficient to prevent parking overspill; and will minimise the impact of additional vehicles parking on the street, which may otherwise have an impact on local character.

E7.0 Stormwater Management Code

Council's Development Engineer in consultation with Council's Hydraulic Engineer is satisfied that the proposal complies with the applicable standards of the Stormwater Management Code.

INTERNAL REFERRALS

Development Engineer

The development application seeks an approval for three multiple dwellings at 8 Walker Street, Rosetta. The works include widening to the existing vehicle crossing off the Walker Street.

There is a representation lodged with Council which has raised a few concerns regarding additional load to existing services including sewer, stormwater and traffic. However, it is considered that the existing stormwater system is able to serve additional run-off from the development as the connection directly discharges to the underground stormwater pit. In addition, the on-site stormwater detention is proposed as part of the development to be able to accommodate a storm with an ARI of 20 years event, when the land serviced by the system is fully developed.

Traffic, Access & Parking

According to GIPS code E6.6.1, the development requires to have seven parking spaces, two for each dwelling and one visitor parking space. The development proposes to have six parking spaces including two visitor parking spaces where Units 2 and 3 are provided with a garage area for each dwelling; these give the total numbers of parking spaces equal to eight spaces. The surplus of one parking space or 14% is considered insignificant for the size and scope of the development.

Passing bays and turning areas are proposed and in accordance with E6.0 and AS 2890.1:2004 Off-street parking.

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

GCC Services (Stormwater)

There is a 150mm GCC stormwater main runs across the subject site located within a 1.52m wide drainage easement. This main must be protected with adequate cover and the horizontal clearance between the edges of the development foundation to the outer edge of the stormwater pipe must be in accordance with the approved plan.

The 150mm stormwater connection to the existing pit is available off the Walker street frontage. Run-off from the development including driveway and hardstand surfaces must be directed to this connection.

Other

Geoscience issues

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

Flooding/Inundation issues

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

Waste Management Officer

Waste Services to the proposed multiple dwelling development at 8 Walker Street Rosetta would be Council's standard bin service, collected fortnightly.

The Council's Standard Bin Service includes one (1) x 140L wheelie bin for waste and one (1) x 240L wheelie bin for recycling to each of the dwelling units, collected fortnightly.

Please note that this property would have a total of six (6) bins three (3) waste bins and three (3) recycling bins.

This property has an existing kerbside/nature strip area for placement of the bins therefore the dwelling would have their own individual bins.

All bins are to be placed on the kerbside for collection.

Council's Waste Management Contractor collection trucks will not enter the property to collect and empty the wheelie bins.

EXTERNAL REFERRALS

TasWater

TasWater is in support of the proposal and has recommended conditions and advice (Appendix A)

REPRESENTATIONS

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

1. The representor states that, *"given the trouble we have had with sewerage overflow into our property on 3 occasions in the past, that the addition of up to 13 people at one address will further add problems to this already stressed, aging infrastructure. 59 Katoomba Cres, which is situated at the Mary's Hope Road end of Walker Street, has also endured a sewerage overflow."*

Planner's Comment:

The proposal has been referred to TasWater. TasWater support the proposal and have issued a submission to the planning authority notice, which has set out conditions on the permit which relate to the management of wastewater.

2. The representor states that, *“the other concern we have is the constant problem of water seeping out of the road in front of 8 Walker Street and water entering our garage after rain. We are unsure of what the impact will be on our property with excavations and additional storm water from the site.”*

Planner’s Comment:

The applicant is required to detain stormwater generated by the new impervious surfaces prior to discharge to public stormwater Infrastructure. This on site detention is expected to prevent excessive runoff over the land and seepage across to adjoining properties.

3. The representor states that Walker Street becomes *“very congested with vehicular traffic at school drop off and pick up times causing a build-up in traffic in Katoomba Cres and Mary’s Hope Road. The street is also used as a thoroughfare for traffic going to Glenorchy to avoid the speed humps in Katoomba Cres. The addition of extra cars in the area should these units be approved will only add to these problems.”*

Planner’s Comment:

For the proposal to be in accordance with the acceptable solutions of the Glenorchy Interim Planning Scheme 2015, the annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater. The proposal complies with the acceptable solution, as it is calculated that 6.5 vehicle movements per dwelling with three bedrooms or more, will total 19.5 vehicle movements per day. As such, the additional traffic volume is within what must be considered acceptable.

CONCLUSION

The proposal is relying on the performance criteria (P2), 10.4.3 Site Coverage and Private Open Space as well as P3, 10.4.6 Privacy for all dwellings. The proposal is assessed as satisfying those performance criteria and as such complies with the relevant standards. The proposal is assessed as complying with all other use and development standards in the General Residential zone, as well as the relevant standards of the Parking and Access Code, Stormwater Management Code and the Road and Railway assets code. The application was publicly advertised for the statutory 14-day period and (1) one representation was received, the issues raised by the representor have been considered in the assessment of this application. It is concluded that the proposal is consistent with the Scheme’s zone purpose statements and is satisfactory.

Recommendation:

That a permit be granted for the proposed use and development of multiple dwellings (Residential) relying on performance criteria at 8 Walker Street Rosetta subject to the following conditions:

Planning

1. Use and development shall be substantially in accordance with planning permit application No. PLN-16-182 and Drawing Nos. P4 (sheets 1-7, 9, 10, 12 and 13) submitted on 14/11/2016 and P5 and submitted on 15/11/2016 except as otherwise required by this permit.
2. Any conditions and/or advice as determined by TasWater, and set out in the attached Appendix A, form part of this permit.
3. The visitor parking space adjacent to the windows W5 - DS1815 for unit 3 and W11 – DS15-15 for Unit 2, as shown on the plan, must be screened to minimise detrimental impacts of vehicle noise or vehicle light intrusion to the habitable rooms. This privacy screening is to be in place prior to the occupancy of each dwelling and is to be maintained and remain insitu for the life of the use.

Engineering

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

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

5. The loading and unloading of goods, including building materials and equipment, from vehicles must only be carried out on the land.
6. Damage to Council Assets:
 - a) Any damage to Council's assets, including stormwater main, services, footpaths, driveway crossings and nature strips must be promptly reported to and then repaired to the requirements of Council's Development Engineer, at the developer's cost.

- b) It is be the developer's responsibility to obtain and submit with the Building Application, 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 will 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 will be repaired at the developer's cost.
- 7. Widening to the existing vehicle crossing to provide a passing bay at the access point must be constructed in accordance with standard drawing SD-1003 between the kerb and the property boundary and completed to the satisfaction of Council's Development Engineer prior to the occupancy. The detail design must be submitted and approved prior to the issuing of a Building Permit Approval.
- 8. Any driveway crossover work within Council's road reservation must be carried out by a Council-registered contractor. A road-opening permit from Council's Planning Services Program is required. An inspection fee is payable upon application. Any modifications to vehicular kerb crossing must include reinstatement of the footpath/nature strip and kerbing to match the existing environment.
- 9. The design and construction of the driveway, parking, access and turning areas must generally comply with the Australian Standard, Parking facilities, Part 1: Off-Street Car parking, AS 2890.1 – 2004, to the satisfaction of the Council's Development Engineer. Detailed engineering drawings showing the driveway and manoeuvring areas, internal service lines and connections to service mains, surface drainage collection, pavement composition and finished levels must be in accordance with the Australian Standard AS 2890.1 – 2004 Off-Street Parking and submitted with the Building Application for approval by Council's Development Engineer. The proposed driveway, access and parking must comply with the following:-
 - a) Be constructed to a sealed finish and the finished gradient shall not exceed the maximum gradient of 25%;
 - b) Two (2) visitor parking spaces, parking spaces for each dwelling and turning bay must be clearly line-marked and kept available for these purposes at all times;
 - c) All runoff from paved and driveway areas must be discharged into Council's stormwater system and be in accordance with the P4 plan page 12 of 13 dated 14/11/2016;
 - d) Vertical alignment shall include transition curves (or straight sections) to the Australian Standard, Parking facilities - Part 1: Off-Street Car parking AS 2890.1 - 2004, Clause 2.5.3 (d) at all grade changes greater than 12.5%;

- e) The gradient of any parking areas must not exceed 5%;
- f) Minimum carriageway width is to be 3.0 metres;

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 the Building Permit.

10. Barrier compliant with the Australian Standard AS 1170.1 must be installed to prevent vehicles running off the edge of a carriageway, raised platform or deck where the drop from the edge of the trafficable area to a lower level is 600mm or greater, and wheel stops must be installed for drops between 150mm and 600mm. Barriers must not limit the width of the driveway access or parking and turning areas approved under the permit. All works required by this condition must be installed prior to the occupancy of the dwelling.
11. All internal hydraulic service works required for the development will be at the Developer's expense and must comply with the requirements of Council's Plumbing Surveyor. Any alterations or works to Council mains will be undertaken by Council at the developer's cost.
12. Adequate cover to Council's 150mm main within the easement which runs across the site must be provided. The proposed buildings and structures (including foundations and overhangs) will be located at least one metre clear (measured horizontally to the nearest external surface of the pipe) of the Council's mains, to the satisfaction of the Council's Development Engineer. The foundations must be designed such that no additional loads are imposed on the main and prior to the issue of a building permit submit a typical cross-section drawing showing the relationship both vertically and horizontally between the development (including foundations) and Council's stormwater main.
13. The development must comply with Council's Stormwater Runoff Management Policy, the Stormwater detention for a 1 in 20 year ARI storm event must be provided on site. Any system proposed to retain the required runoff storage volume must be detailed in an engineering design lodged and approved as part of the plumbing application, and to be designed, constructed and maintained to the satisfaction of Council's Plumbing Surveyor.

Advice to Applicant:

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

Engineering

The designer must ensure that the needs of all providers including TasWater, TasGas, TasNetworks, and Telstra are catered for both in the design and construction of the works.

Underground service providers should be contacted for line marking of their services and any requirements or conditions they may have prior to commencing any works on site. Phone 1100, Dial Before You Dig or visit www.dialbeforeyoudig.com.au for information on the location of underground services and cables in relation to the proposed development prior to commencing any works on site.

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

Waste Services

Waste Services to the proposed multiple dwelling development at 8 Walker Street Rosetta would be Council's standard bin service, collected fortnightly.

The Council's Standard Bin Service includes one (1) x 140L wheelie bin for waste and one (1) x 240L wheelie bin for recycling to each of the dwelling units, collected fortnightly.

Please note that this property would have a total of six (6) bins three (3) waste bins and three (3) recycling bins.

This property has an existing kerbside/nature strip area for placement of the bins therefore the dwelling would have their own individual bins.

All bins are to be placed on the kerbside for collection.

Council's Waste Management Contractor collection trucks will not enter the property to collect and empty the wheelie bins.

Other Permits

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

APPENDIX 1**10.0 General Residential Zone.**

Standard	Acceptable Solution	Proposed	Complies?
10.4 Development Standards for Residential Buildings and Works			
10.4.1 Residential density for multiple dwellings.	A1 Multiple dwellings must have a site area per dwelling of not less than: (a) 325m ² ; or (b) if within a density area specified in Table 10.4.1 below and shown on the planning scheme maps, that specified for the density area.	The total area of the site is 1428m ² . pursuant to the definition of site area, this area divided the number of dwellings (3) is 476m ² and so complies.	Yes
10.4.2 Setbacks and building envelopes for all dwellings:	A1 Unless within a building area, a dwelling, excluding protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m into the frontage setback, must have a setback from a frontage that is: (a) if the frontage is a primary frontage, at least 4.5 m, or, if the setback from the primary frontage is less than 4.5 m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or (b) if the frontage is not a primary frontage, at least 3 m, or, if the setback from the frontage is less than 3 m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site; or	Proposal is setback in excess of 4.5m	Yes

	(c) if for a vacant site with existing dwellings on adjoining sites on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or (d) if the development is on land that abuts a road specified in Table 10.4.2, at least that specified for the road.		
	A2 A garage or carport must have a setback from a primary frontage of at least: (a) 5.5 m, or alternatively 1 m behind the façade of the dwelling; or (b) the same as the dwelling façade, if a portion of the dwelling gross floor area is located above the garage or carport; or (c) 1 m, if the natural ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10 m from the frontage.	Proposed garages are setback in excess of 5.5m	Yes
	A3 A dwelling, excluding outbuildings with a building height of not more than 2.4 m and protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m horizontally beyond the building envelope, must: (a) be contained within a building envelope (refer to Diagrams 10.4.2A, 10.4.2B, 10.4.2C and 10.4.2D) determined by: (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5 m from the rear boundary of a lot with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3 m above natural ground level at the side boundaries and a distance of 4 m from the rear boundary to a building height of not more than 8.5 m above natural ground level; and	Proposed dwellings comply with all setbacks pursuant to (a) and are not setback within 1.5m, (b)	Yes

	(b) only have a setback within 1.5 m of a side boundary if the dwelling: (i) does not extend beyond an existing building built on or within 0.2 m of the boundary of the adjoining lot; or (ii) does not exceed a total length of 9 m or one-third the length of the side boundary (whichever is the lesser).		
10.4.3 Site coverage and private open space for all dwellings	A1 Dwellings must have: (a) a site coverage of not more than 50% (excluding eaves up to 0.6 m); and (b) for multiple dwellings, a total area of private open space of not less than 60 m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and (c) a site area of which at least 25% of the site area is free from impervious surfaces.	(a) Proposed site coverage is 28%. (b) Proposed private open space per unit is in excess of 60m² (c) Percentage of site free from impervious surfaces is greater than 25%	Yes Yes Yes
	A2 A dwelling must have an area of private open space that: (a) is in one location and is at least: (i) 24 m²; or (ii) 12 m², if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and	(a) All proposed dwellings have areas of private open space in excess of 24m²	Yes

	(b) has a minimum horizontal dimension of: (i) 4 m; or (ii) 2 m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and (c) is directly accessible from, and adjacent to, a habitable room (other than a bedroom); and (d) is not located to the south, south-east or south-west of the dwelling, unless the area receives at least 3 hours of sunlight to 50% of the area between 9.00am and 3.00pm on the 21st June; and (e) is located between the dwelling and the frontage, only if the frontage is orientated between 30 degrees west of north and 30 degrees east of north, excluding any dwelling located behind another on the same site; and (f) has a gradient not steeper than 1 in 10; and (g) is not used for vehicle access or parking.	(b) All proposed dwellings' private open space have a horizontal dimension greater than 4m (c) The private open space for the new dwellings is directly accessible from a habitable room other than a bedroom. For the existing dwelling. The applicant has indicated internal works to that dwelling which will remove a hallway and extend the living area to the front, so that the private open space of that dwelling will be directly accessible. (d) The proposed private open space for Unit 1, is to the south east of that dwelling. This area is considered to receive adequate sunlight for more than 50% of that private open space between the hours of 9am-12pm at least. The proposed private open for Units 2 and 3 are to the North and North West respectively. (e) the frontage is orientated in excess of 45° east of north and so cannot meet the acceptable solution. (f) The site is moderately sloped <10% (g) The private open space for Unit 1 is not proposed to be used for vehicle parking.	Yes Yes Yes No – See Report Yes Yes
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10.4.4 Sunlight and overshadowing of all dwellings	A1 A dwelling must have at least one habitable room (other than a bedroom) in which there is a window that faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A).	Proposed Unit 1 has a window facing within 30° East of North. For Unit 2 and 3, the proposed north easterly facing kitchen windows are considered to satisfy the acceptable solution for this standard.	Yes
	A2 A multiple dwelling that is to the north of a window of a habitable room (other than a bedroom) of another dwelling on the same site, which window faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A), must be in accordance with (a) or (b), unless excluded by (c): (a) The multiple dwelling is contained within a line projecting (see Diagram 10.4.4B): (i) at a distance of 3 m from the window; and (ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal. (b) The multiple dwelling does not cause the habitable room to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June. (c) That part, of a multiple dwelling, consisting of: (i) an outbuilding with a building height no more than 2.4 m; or (ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m horizontally from the multiple dwelling.	N/A	N/A
	A3 A multiple dwelling, that is to the north of the private open space, of another dwelling on the same site, required in accordance with A2 or P2 of subclause 10.4.3, must be in accordance with (a) or (b), unless excluded by (c):	The proposed Unit 2 is separated by more than 3m from the private open space of the existing dwelling Unit 1, thus satisfying (a).	Yes

	(a) The multiple dwelling is contained within a line projecting (see Diagram 10.4.4C): (i) at a distance of 3 m from the northern edge of the private open space; and (ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal. (b) The multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June. (c) That part, of a multiple dwelling, consisting of: (i) an outbuilding with a building height no more than 2.4 m; or (ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m horizontally from the multiple dwelling.		
10.4.5 Width of openings for garages and carports for all dwellings	A1 A garage or carport within 12 m of a primary frontage (whether the garage or carport is free-standing or part of the dwelling) must have a total width of openings facing the primary frontage of not more than 6 m or half the width of the frontage (whichever is the lesser).	Proposed garages are setback in excess of 12m from the frontage.	Yes
10.4.6 Privacy for all dwellings	A1 A balcony, deck, roof terrace, parking space, or carport (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1 m above natural ground level must have a permanently fixed screen to a height of at least 1.7 m above the finished surface or floor level, with a uniform transparency of no more than 25%, along the sides facing a:	N/A	N/A

	(a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 3 m from the side boundary; and (b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 4 m from the rear boundary; and (c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is at least 6 m: (i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or (ii) from a balcony, deck, roof terrace or the private open space, of the other dwelling on the same site.		
	A2 A window or glazed door, to a habitable room, of a dwelling, that has a floor level more than 1 m above the natural ground level, must be in accordance with (a), unless it is in accordance with (b): (a) The window or glazed door: (i) is to have a setback of at least 3 m from a side boundary; and (ii) is to have a setback of at least 4 m from a rear boundary; and (iii) if the dwelling is a multiple dwelling, is to be at least 6 m from a window or glazed door, to a habitable room, of another dwelling on the same site; and (iv) if the dwelling is a multiple dwelling, is to be at least 6 m from the private open space of another dwelling on the same site. (b) The window or glazed door: (i) is to be offset, in the horizontal plane, at least 1.5 m from the edge of a window or glazed door, to a habitable room of another dwelling; or	N/A	N/A

	(ii) is to have a sill height of at least 1.7 m above the floor level or has fixed obscure glazing extending to a height of at least 1.7 m above the floor level; or (iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of at least 1.7 m above floor level, with a uniform transparency of not more than 25%.		
	A3 A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of at least: (a) 2.5 m; or (b) 1 m if: (i) it is separated by a screen of at least 1.7 m in height; or (ii) the window, or glazed door, to a habitable room has a sill height of at least 1.7 m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of at least 1.7 m above the floor level.	Proposed shared driveway is within 1m of existing windows for Unit 1. There is no proposed screening or obscuring of these windows, though they do not have a sill height greater than 1.7m. therefore the proposal does not meet the acceptable solution.	No – See Report
10.4.7 Frontage Fences for all dwellings	A1 A fence (including a free-standing wall) within 4.5 m of a frontage must have a height above natural ground level of not more than: (a) 1.2 m if the fence is solid; or	N/A	N/A

	(b) 1.8 m, if any part of the fence that is within 4.5 m of a primary frontage has openings above a height of 1.2 m which provide a uniform transparency of not less than 30% (excluding any posts or uprights).		
10.4.8 Waste Storage for multiple dwellings.	A1 A multiple dwelling must have a storage area, for waste and recycling bins, that is an area of at least 1.5 m² per dwelling and is within one of the following locations: (a) in an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or (b) in a communal storage area with an impervious surface that: (i) has a setback of at least 4.5 m from a frontage; and (ii) is at least 5.5 m from any dwelling; and (iii) is screened from the frontage and any dwelling by a wall to a height of at least 1.2 m above the finished surface level of the storage area.	Each dwelling has an area set aside for waste bins of an appropriate dimension.	Yes

APPENDIX 2**E6.0 Parking and Access Code**

Standard	Acceptable Solution	Proposed	Complies?
E6.6 Use Standards			
E6.6.1 Number of Car Parking Spaces	A1 The number of on-site car parking spaces must be: (a) no less than the number specified in Table E6.1 and no more than 10% greater than that number; except if: (i) the site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (ii) this provision was not used in this planning scheme.	The proposal is for 8 car parking spaces which contribute to a surplus of 14%.	No – Refer Report
E6.6.2 Number of Accessible Car Parking Spaces for People with a Disability	A1 Car parking spaces provided for people with a disability must: (a) satisfy the relevant provisions of the Building Code of Australia; (b) be incorporated into the overall car park design; (c) be located as close as practicable to the building entrance.	N/A	N/A
E6.6.3 Number of Motorcycle Parking Spaces	A1 The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.	N/A	N/A

E6.6.4 Number of Bicycle Parking Spaces	A1 The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.	N/A	N/A
E6.7 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.	Proposal is for the existing access to remain, though be widened.	Yes
E6.7.2 Design of Vehicular Accesses	A1 Design of vehicle access points must comply with all of the following: (a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – “Access Facilities to Off-street Parking Areas and Queuing Areas” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) in the case of commercial vehicle access; the location, sight distance, geometry and gradient of an access must be designed and constructed to comply with all access driveway provisions in section 3 “Access Driveways and Circulation Roadways” of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities.	The proposed widened vehicle access is proposed to comply with the Australian standard.	Yes
E6.7.3 Vehicular Passing Areas	A1 Vehicular passing areas must:	Proposal requires a vehicle passing area owing to having more than 5 parking spaces. A vehicle passing area is provided at the kerb, as well as	Yes

Along an Access	(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.	sufficient width of the access making the safe passing of vehicles within the site achievable	
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.	Sufficient room for on site turning is provided for in the design of the development	Yes
E6.7.5 Layout of Parking Areas	A1 The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 "Headroom" of the same Standard.	The proposal is for the design to comply with the Australian Standard.	Yes
		The proposal is for all areas to be sealed.	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.		
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.	N/A	N/A
E6.7.8 Landscaping of Parking Areas	A1 Landscaping of parking and circulation areas must be provided where more than 5 car parking spaces are proposed. This landscaping must be no less than 5 percent of the area of the car park, except in the Central Business Zone where no landscaping is required.	N/A	N/A
E6.7.9 Design of Motorcycle Parking Areas	A1 The design of motorcycle parking areas must comply with all of the following: (a) be located, designed and constructed to comply with section 2.4.7 “Provision for Motorcycles” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking;	N/A	N/A

	(b) be located within 30 m of the main entrance to the building.		
E6.7.10 Design of Bicycle Parking Facilities	A1 The design of bicycle parking facilities must comply with all the following; (a) be provided in accordance with the requirements of Table E6.2; (b) be located within 30 m of the main entrance to the building.	N/A	N/A
	A2 The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 "Design of Parking Facilities" and clauses 3.1 "Security" and 3.3 "Ease of Use" of the same Standard.	N/A	N/A
E6.7.11 Bicycle End of Trip Facilities	A1 For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycle spaces thereafter.	N/A	N/A
E6.7.12 Siting of Car Parking	A1 Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must be located behind the building line of buildings located or proposed on a site except if a parking area is already provided in front of the building line of a shopping centre.	N/A	N/A

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

APPENDIX 3**E7.0 Stormwater Management Code**

Standard	Acceptable Solution	Proposed	Complies?
E7.7 Development Standards			
E7.7.1 Stormwater Drainage and Disposal	A1 Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.	Proposal is for stormwater to be disposed of 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.	N/A	N/A
	A3 A minor stormwater drainage system must be designed to comply with all of the following: (a) be able to accommodate a storm with an ARI of 20 years in the case of non-industrial zoned land and an ARI of 50 years in the case of industrial zoned land, when the land serviced by the system is fully developed; (b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.	Proposal is for on site detention so as to meet the acceptable solutions	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.	N/A	N/A

APPENDIX 4**E5 Road and Railway Assets Code**

Standard	Acceptable Solution	Proposed	Complies?
5.5 Use Standards			
E5.5.1 Existing road accesses and junctions	A1 The annual average daily traffic (AADT) of vehicle movements, to and from a site, onto a category 1 or category 2 road, in an area subject to a speed limit of more than 60km/h, must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.	N/A	N/A
	A2 The annual average daily traffic (AADT) of vehicle movements, to and from a site, onto a category 1 or category 2 road, in an area subject to a speed limit of more than 60km/h, must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.	N/A	N/A
	A3 The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.	The proposed intensification of the access is calculated to contribute to a total number of vehicle movements where 6.5 vehicle movements per dwelling with 3 bedrooms or more.	Yes

Standard	Acceptable Solution	Proposed	Complies?
E5.5.2 Exiting Level Crossings	A1 Where use has access across part of a rail network, the annual average daily traffic (AADT) at an existing level crossing must not be increased by greater than 10% or 10 vehicle movements per day, whichever is the greater.	N/A	N/A

Attachments/Annexures

- 1** 8 Walker Street, Rosetta

6. PROPOSED USE AND DEVELOPMENT - CHANGE OF USE TO OFFICE (BUSINESS AND PROFESSIONAL SERVICES) ANCILLARY TO CONTRACTORS YARD, WAREHOUSE (STORAGE), CEMENT WORKS AND METAL AND WOOD FABRICATION (MANUFACTURING AND PROCESSING) RELYING ON PERFORMANCE CRITERIA - 14 FARLEY STREET, GLENORCHY

Author: Planning Officer (Chantelle Griffin)

Qualified Person: Planning Officer (Chantelle Griffin)

Property ID: 1813628

REPORT SUMMARY:

<i>Application No.:</i>	PLN-16-102
<i>Applicant:</i>	R G Hazell Pty Ltd and D R Hazell Holdings Pty Ltd
<i>Owner:</i>	R G Hazell Pty Ltd and D R Hazell Holdings Pty Ltd
<i>Zone:</i>	General Industrial
<i>Use Class</i>	Business and Professional Services
<i>Application Status:</i>	Discretionary
<i>Discretions:</i>	Parking and access
	(The proposal meets all other applicable standards as demonstrated in the attached appendices)
<i>Level 2 Activity?</i>	Nil.
<i>42 Days Expires:</i>	20 Dec 2016
<i>Existing Land Use:</i>	Warehouse
<i>Representations:</i>	0
<i>Recommendation:</i>	Approval, subject to conditions

REPORT IN DETAIL:

PROPOSAL

The proposal would be for a change of use at 14 Farley Street, from Warehouse to Office ancillary to uses on the surrounding sites (Contractors Yard, Warehouse, Cement Works and Metal and Wood Fabrication). The proposal would provide administration for Hazell Bros (R G Hazell Pty Ltd and D R Hazell Holdings Pty Ltd) only, for the workshops, warehouse, and cement works and contractors yard located at 6A and 8B Lampton Avenue, Derwent Park.

The proposed hours of operation are as follows:

Monday to Friday 8am to 6pm

The floor area for the existing building is 4167m² and 47 car parking spaces have been provided on site in the main parking area to the rear of the building. In addition a small parking area is located along the northern façade. The floor area is as follows:

- Ground floor 2,116 m²
- First floor 2,051 m²
- Total floor area 4,167 m²

SITE and LOCALITY



Figure 1: Aerial photo of 14 Farley Street, Derwent Park

The subject site is located on the eastern side of Farley Street, approximately 70m to the north of the intersection with Howard Road, Glenorchy. The property has a combined front boundary of approximately 121.47m, an average depth of 46m and a total area of 5175m².

The site is part of three properties for R G Hazell Pty Ltd and D R Hazell Pty Ltd with 6A and 8B Lampton Avenue, Derwent Park. The business operates several uses including a Cement Works, Contractors Yard, Metal and Wood Fabrication and Warehouse.

The property at 14 Farley Street (CT128430/5) has a site specific qualification to allow consideration of an office ancillary to uses in the General Industrial Zone. The application is limited to 14 Farley Street.

The site is generally flat and falls toward the north-east with an average gradient of 1 in 97. No significant vegetation is located on the lot. The site is located within the general industrial zone, with a band of the utility zone and commercial zone to the south-west and community purpose zone for the Royal Hobart Showgrounds to the west.

ZONE

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

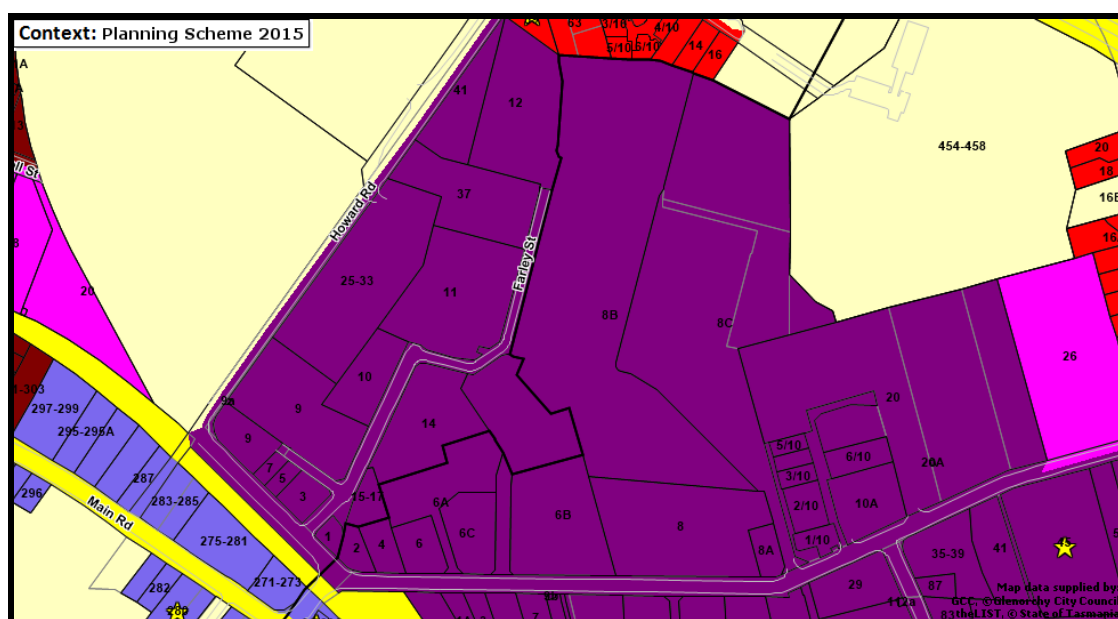


Figure 2: Zone over 14 Farley Street, Derwent Park

BACKGROUND

The following permits have been issued for the subject property at 14 Farley Street:

- PLN-12-008 – Change of use to warehouse with ancillary offices – Approved 2 April 2012.

The permit was for the same business but did not reflect how the business wanted to utilise the property.

ASSESSMENT

STATE POLICIES, OBJECTIVES of LUPAA

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

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

GLENORCHY INTERIM PLANNING SCHEME 2015

Part B: Administration

General Exemptions

Nil.

Limited Exemptions

Nil.

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

No.

Use Class Description (Table 8.2):

The proposed office will be ancillary to the uses of Cement Works, Metal and Wood Fabrication, Contractors Yard, and Warehouse.

Use Class

The office falls within the Business and Professional Services use class description of the Glenorchy Interim Planning Scheme 2015.

The Business and Professional Services use class states the following:

use of land for administration, clerical, technical, professional or similar activities. Examples include a bank, call centre, [consulting room](#), [funeral parlour](#), [medical centre](#), office, post office, real estate agency, travel agency and [veterinary centre](#).

The Cement Works, and Metal and Wood Fabrication fit within the Manufacturing and Processing use class description of the Glenorchy Interim Planning Scheme 2015.

The Manufacturing and Processing use class states the following:

use of land for manufacturing, assembling or processing products other than [Resource processing](#). Examples include boat [building](#), brick making, cement [works](#), furniture making, glass manufacturing, metal and wood fabrication, mineral processing and textile manufacturing.

The Contractors Yard and Warehouse fit within the Storage use class description of the Glenorchy Interim Planning Scheme 2015.

The Storage use class states the following:

use of land for [storage](#) or wholesale of goods, and may incorporate distribution. Examples include [boat and caravan storage](#), contractors yard, freezing and cool [storage](#), [liquid fuel depot](#), [solid fuel depot](#), vehicle [storage](#), warehouse and wood yard.

Clause 8.2.2

The proposed use of Office is directly associated with and a subservient part of another use. However, Clause 8.2.2 only applies if that use is on the same site.

In this case the proposal has been limited to 14 Farley Street and would rely on the qualification in the Use Table for Clause 25.2 of the Scheme which states the following:

Only if an [office](#) in the existing [office building](#) at C.T. 128430/5^{L1} and that [office](#) is for a purpose directly associated with a use that is permissible in this zone.

Other relevant definitions (Clause 4.1):

The use of an office is defined as the following in Clause 4.1 of the Glenorchy Interim Planning Scheme 2015:

means use of land for administration, or clerical, technical, professional or other similar business activities.

Part C: Special Provisions

Not applicable.

Part D: Zones

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

Zone Purpose Statements

The General Industrial zone purpose statements in Clause 25.1.1 of the Glenorchy Interim Planning Scheme 2015 are as follows:

25.1.1.1

To provide for manufacturing, processing, repair, [storage](#) and distribution of goods and materials where there may be impacts on neighbouring uses.

25.1.1.2

To provide industrial activity with good [access](#) to strategic transport networks.

25.1.1.3

To promote efficient use of existing industrial land stock.

25.1.1.4

To restrict intensification of existing non-conforming uses.

25.1.1.5

To provide industrial activity with good [access](#) to strategic transport networks.

The proposed use of Office (Business and Professional Services) would be ancillary to Contractors Yard, Warehouse (Storage), Cement Works and Metal and Wood Fabrication (Manufacturing and Processing). The proposal would be ancillary to uses that would provide for manufacturing, processing, storage and distribution of goods and materials where off-site impacts are minimal or can be managed to minimise conflict of impact on amenity of any other uses. The proposal would promote existing industrial land and would be similar in use to other uses within the general industrial zone.

Use Table

The Contractors Yard, Warehouse, Cement Works, and Metal and Wood Fabrication are permitted uses without qualifications in accordance with the use table in Clause 25.2 of the Glenorchy Interim Planning Scheme 2015.

The proposed use of 'Office' ancillary to Contractors Yard, Warehouse, Cement Works, and Metal and Wood Fabrication is a discretionary use with qualifications in accordance with the use table in Clause 25.2 of the Glenorchy Interim Planning Scheme 2015. The qualification states that 'office' use is discretionary in the qualifications where it is 'for a purpose directly associated with a use that is permissible in this zone' that is not located on the same title.

Clause 8.3.1 of the Scheme provides for consideration of conditions and limitations for qualifications to the Use Tables. In this case the site at 14 Farley Street (CT128430/5) is subject to an office use subservient to permissible industrial uses at 6A and 8B Lampton Avenue, Derwent Park.

Use Standards

No use standards apply in the General Industrial Zone.

Development Standards for Buildings or Works

The application is for a change of use only with no works associated with the proposal. The proposed use complies with the development standards set out in Clause 25.5 of the Glenorchy Interim Planning Scheme 2015. Please see Appendix 1.

Part E: Codes

The following codes of the Scheme apply to this proposal:

E6.0 Parking and Access Code

Clause E6.6.1 – Standard A1

The proposed 'office' ancillary to Contractors Yard, Warehouse, Cement Works, and Metal and Wood Fabrication would require a total of 84 car parking spaces in accordance with Clause E6.6.1 – standard A1 of the Glenorchy Interim Planning Scheme 2015. The proposal provides a total of 47 car parking spaces. The proposal is assessed against the performance criteria in clause E6.6.1 – P1 as follows:

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

- (a) *car parking demand;*
- (b) *the availability of on-street and public car parking in the locality;*
- (c) *the availability and frequency of public transport within a 400m walking distance of the site;*
- (d) *the availability and likely use of other modes of transport;*
- (e) *the availability and suitability of alternative arrangements for car parking provision;*

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

The subject site is located on Farley Street within the General Industrial Zone, in close proximity to public transport. The proposal is for a change of use for the existing building. The use would be ancillary to the uses on adjoining land and since the proposed business is existing, the parking demand is not expected to exceed the proposed number of parking spaces.

Council's Transport Engineer is supportive of the proposal based on the submitted Traffic Impact Assessment, the existing use of the business and parking available on Farley Street.

Therefore, the proposal would comply with the performance criteria in clause E6.6.1 – P1 in accordance with the Scheme. Please refer to the report by Council's Development Engineer below.

Clause E6.6.3 – Standard A1

The proposed 'office' ancillary to Contractors Yard, Warehouse, Cement Works, and Metal and Wood Fabrication would require a total of five motorcycle parking spaces in accordance with Clause E6.6.3 – standard A1 of the Glenorchy Interim Planning Scheme 2015. The proposal does not provide motorcycle parking spaces. The proposal is considered against the performance criteria in clause E6.6.3 – P1 as follows:

The number of on-site motorcycle parking spaces must be sufficient to meet the needs of likely users having regard to all of the following, as appropriate:

- (a) *motorcycle parking demand;*
- (b) *the availability of on-street and public motorcycle parking in the locality;*
- (c) *the availability and likely use of other modes of transport;*
- (d) *the availability and suitability of alternative arrangements for motorcycle parking provision.*

As stated previously, the subject site is located on Farley Street within the General Industrial Zone, in close proximity to public transport. The proposal is for a change of use for the existing building and the use would be for a business that operates on adjoining properties. The parking requirements for the business are established and there was no demand for motorcycle parking. As stated in the Traffic Impact Assessment there is also parking available on Farley Street.

Therefore, the proposal would comply with the performance criteria in clause E6.6.3 – P1 in accordance with the Scheme. Please refer to the report by Council's Development Engineer below.

Clause E6.6.4 – Standard A1

The proposed 'office' ancillary to Contractors Yard, Warehouse, Cement Works, and Metal and Wood Fabrication would require a total of five bicycle parking space in accordance with Clause E6.6.4 – standard A1 of the Glenorchy Interim Planning Scheme 2015. The proposal does not provide any bicycle parking spaces. The proposal is considered against the performance criteria in clause E6.6.4 – P1 as follows:

The number of on-site bicycle parking spaces provided must have regard to all of the following:

- (a) the nature of the use and its operations;*
- (b) the location of the use and its accessibility by cyclists;*
- (c) the balance of the potential need of both those working on a site and clients or other visitors coming to the site.*

As stated previously, the subject site is located on Farley Street within the General Industrial Zone, in close proximity to public transport. The proposal is for a change of use for the existing building. The proposed Office use would be subservient to adjoining industrial uses where the main transport for staff and clients are cars, utes and trucks for transporting materials. The established business would not generate an additional need for bicycle parking on site. In addition, there is available parking on Farley Street.

Therefore, the proposal would comply with the performance criteria in clause E6.6.4 – P1 in accordance with the Scheme. Please refer to the report by Council's Transport Engineer below.

The proposal complies with all other relevant standards as shown in Appendix 2.

E7.0 Stormwater Management Code

The proposal is not exempt under Clause E7.4 of the Glenorchy Interim Planning Scheme 2015. However, the proposal complies with the standards in Section E7.0 of the Scheme. Therefore, the proposal would be in accordance with Section E7.0 of the Glenorchy Interim Planning Scheme 2015. Please see Appendix 3.

PART F: Specific Area Plans

Not applicable.

INTERNAL REFERRALS

Development Engineer

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

The development application seeks an approval for a Change of use to business and professional services at 14 Farley Street.

*The scope of the development includes the use of parking area of the neighbouring properties with the same ownership (Hazell Brothers). There is no physical construction works proposed. It is recommended that the Permit shall include a condition to trigger a new development application requirement, should there be any separation in ownership to the lands included in the application.**

Traffic, Access & Parking

While it is noted that the development triggers a significant deficiency in the numbers of the available parking spaces, a TIA by a qualified traffic engineer provided to and accepted by Council and reviewed by Council's Transport Engineer. Council's Transport Engineer agreed with the assessment and has no objection to the proposal. Please refer to the Traffic Engineer Referral report.

GCC Services (Stormwater)

There are no GCC stormwater mains affected by this application. Stormwater from the development is to be discharged to the existing GCC's approved system.

Other

Geoscience issues

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

Flooding/Inundation issues

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

Note:

The application submitted limited assessment to the site at 14 Farley Street, Glenorchy. The business owns several adjoining properties and this was discussed in the Traffic Impact Statement (TIS) as a reason for reliance on the performance criteria for a reduction in parking. The adjoining land and parking do not form part of the proposal. Please refer to the report by Council's Transport Engineer for details.

Transport Engineer

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

I have reviewed the proposed change of use to business and professional services at 14 Farley Street, Glenorchy. The application documentation included a Traffic Impact Statement (TIS) prepared by Midson Traffic (dated November 2016).

The subject site is located at 14 Farley Street, Glenorchy. The proposed development involves the change of use of the land from 'General Industrial' to 'Business and Professional Services'. All buildings required for the change of use are currently in place and, therefore, no physical construction is proposed.

The TIS indicates that the floor areas associated with the change of land use are:

- Ground floor 2,116 m²
- First floor 2,051 m²
- Total floor area 4,167 m²

The TIS also states that the proposed change of use provides a total parking provision of 47 spaces on the site. In terms of required parking provision, based on the Glenorchy Interim Planning Scheme 2015, the parking requirement for a 'Business and Professional Services' use is 1 space per 30m² of floor area.

The TIS states that with the floor area of 4,167m² associated with the proposed change of use, the total parking requirement are 139 spaces (if it were not ancillary to the industrial uses). Consequently, the total parking shortfall for the proposed development equates to 92 spaces. Therefore, the car parking does not comply with Acceptable Solution A1 of E6.6.1 of the Planning Scheme.*

The TIS, then, states that the following key points are relevant for the proposed development in terms of the Performance Criteria, P1, of E6.6.1:

- The use of the site as 'offices' has been operational for some time. Site observations indicate that the on-site car park is well utilised. Parking demands for the site extend onto Hazell Bros adjacent land.
- On-street parking is available in Farley Street, Lampton Avenue and Howard Road near the subject site. Hazell Bros also own land immediately adjacent to the subject site that is used for car parking for workers (thus reducing on-street parking demands). Land at 1 Howard Road is used exclusively for parking for Hazel Bros (20 parking spaces), and other Hazell Bros parking areas are accessed either directly from the road network or from within the adjacent Hazell Bros land.
- Metro Tasmania operates regular bus services along the Main Road corridor, located approximately 250 metres from the site.
- The site is located near a moderately large residential and commercial catchment area. It is possible that some staff will walk from these areas. The use of motorcycles is also likely.
- Alternative arrangements are available on Hazell Bros adjacent land. Approximately 111 parking spaces are available in adjacent Hazell Bros land.

I agree with the conclusion that the proposed change of use satisfies the requirements of Performance Criteria, P1, of E6.6.1 of the Planning Scheme.

Overall, as the proposed development is not expected to have any significant detrimental impacts on the surrounding road network in terms of traffic efficiency or road safety, I have no objection to the development of the proposed change of use to business and professional services at 14 Farley Street, Glenorchy on traffic engineering or road safety grounds.

Please note:

The requirement for parking in the acceptable solution of E6.0 Parking and Access Code of the Scheme is the following:

Car spaces	84
Motorcycle spaces	5
Bicycle spaces	5

EXTERNAL REFERRALS

TasWater

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

REPRESENTATIONS

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

CONCLUSION

The application is for change of use to Office (Business and Professional Services) ancillary to Contractors Yard, Warehouse (Storage), Cement Works and Metal and Wood Fabrication (Manufacturing and Processing) relying on performance criteria parking and access at 14 Farley Street, Glenorchy. As stated in the report, the use of office ancillary to Contractors Yard, Warehouse, Cement Works, and Metal and Wood Fabrication is a discretionary use (reliance on the performance criteria for parking is also discretionary), and is considered to accord with the standards of the General Industrial Zone of the Glenorchy Interim Planning Scheme 2015.

The reliance on performance criteria for parking are reflective of the proposal's existing use and development relative to the size of the site, the existing business, and access to public transport. The proposed reliance on performance criteria is considered to accord with the parking standards of E6.0 Access and Parking Code in the Scheme.

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

Council's Development Engineer and Transport Engineer are supportive of the proposal subject to recommended conditions. A condition has been recommended where the parking area must be constructed to a sealed finish and must generally comply with the Australian Standard. Council's Engineer noted that this may reduce the number of parking spaces in the main area at the rear of the existing building. However, the site has an additional parking area along the northern façade and would be able to accommodate 47 car parking spaces on site.

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

Recommendation:

That a permit be granted for the proposed use and development of Change of use to Office (Business and Professional Services) ancillary to Contractors Yard, Warehouse (Storage), Cement Works and Metal and Wood Fabrication (Manufacturing and Processing) relying on performance criteria at 14 Farley Street Glenorchy subject to the following conditions:

Planning

1. Use and development shall be substantially in accordance with planning permit application No. PLN-16-102 and Drawing No. P1 submitted on 18 May 2016, 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. This permit allows for 'Office' only by Hazell Bros (R G Hazell Pty Ltd and D R Hazell Holdings Pty Ltd). If Hazell Bros (R G Hazell Pty Ltd and D R Hazell Holdings Pty Ltd) ceases the use of 'Office' ancillary to the uses 'Cement Works', 'Contractors Yard', 'Warehouse', and 'Metal and Wood Fabrication' at 6A and 8B Lampton Avenue (CT 143124/2 and CT 140102/1), this permit will expire.

Engineering

4. 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.
5. The loading and unloading of goods, including building materials and equipment, from vehicles must only be carried out on the land.
6. Forty-seven (47) clearly marked car parking spaces must be provided as shown on the Site Plan submitted with the development application and kept available for these purposes at all times. Car parking spaces, manoeuvring areas and aisles must be provided in accordance with the Australian Standard AS 2890.1 – 2004 Off-Street Parking.
7. Of the required number of car parking spaces of the completed development, two (2) car parking spaces shall be provided for the exclusive use of people with disabilities. The spaces shall be clearly marked and sealed with an impervious dust free surface in accordance with the standard for accessible car parking laid down in Australian Standard AS/NZS 2890.6:2009 - Off-street parking for people with disabilities.
8. The proposed parking area must be constructed to a sealed finish and must generally comply with the Australian Standard, Parking facilities, Part 1: Off-Street Car parking, AS 2890.1 – 2004, to the satisfaction of the Council's Development Engineer. Detailed drawings showing the driveway areas mains, surface drainage collection, pavement composition and finished levels must be in accordance with the Australian Standard AS 2890.1 – 2004 Off-Street Parking and submitted prior to the issuing of the Building Permit and be approved by Council's Development Engineer.

Advice to Applicant

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

Other Permits

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

APPENDIX 1**25.0 General Industrial**

Standard	Acceptable Solution	Proposed	Complies
25.4 Development Standards for Buildings and Works			
25.4.1 Building Height	A1 Building height must be no more than: 20m.	Not applicable.	N/A
25.4.2 Setback	A1 Building setback from frontage must be no less than: 10m.	Not applicable.	N/A
25.4.3 Design	A1 Building design must address the street by complying with all of the following: (a) provide the main pedestrian entrance to the building at the frontage; (b) screen mechanical plant from view from the street and other public spaces; (c) incorporate roof-top service infrastructure, including service plants and lift structures, within the design of the roof.	Not applicable.	N/A
24.4.4 Fencing	A1 Fencing must comply with all of the following: (a) fences, walls and gates of greater height than 2.4 m must not be erected within 10 m of the frontage; (b) fences along a frontage must be at least 50% transparent above a height of 1.2 m.	Not applicable.	N/A

APPENDIX 2

E6.0 Parking and Access Code

Standard	Acceptable Solution	Proposed	Complies?
E6.6 Use Standards			
E6.6.1 Number of Car Parking Spaces	A1 The number of on-site car parking spaces must be: (c) no less than the number specified in Table E6.1 and no more than 10% greater than that number; except if: (i) the site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (ii) this provision was not used in this planning scheme.	The proposal includes 47 car parking spaces on site. Compliance would require 84 car parking spaces, and this would result in a shortfall of 37 car parking spaces.	Performance criteria Refer to discussion in the report.
E6.6.2 Number of Accessible Car Parking Spaces for People with a Disability	A1 Car parking spaces provided for people with a disability must: (a) satisfy the relevant provisions of the Building Code of Australia; (b) be incorporated into the overall car park design; (c) be located as close as practicable to the building entrance.	Not applicable.	N/A
E6.6.3 Number of Motorcycle Parking Spaces	A1 The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number).	The proposal includes no motorcycle parking spaces. Compliance would require 5 motorcycle parking spaces, and this would result in a shortfall of 5 motorcycle parking spaces.	Performance criteria Refer to discussion in the report.

Standard	Acceptable Solution	Proposed	Complies?
	Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.		
E6.6.4 Number of Bicycle Parking Spaces	A1 The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.	The proposal includes no bicycle parking spaces. Compliance would require 5 bicycle parking spaces, and this would result in a shortfall of 5 bicycle parking spaces.	Performance criteria Refer to discussion in the report.
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.	Not applicable. The proposal will not change the number of existing accesses.	N/A
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; (d) in the case of commercial vehicle access; the location, sight distance, geometry and gradient of an access must be designed and constructed to comply with all access driveway provisions in section 3 “Access Driveways and Circulation Roadways” of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities.	Complies.	YES

Standard	Acceptable Solution	Proposed	Complies?
E6.7.3 Vehicular Passing Areas Along an Access	A1 Vehicular passing areas must: (b) be provided if any of the following applies to an access: (i) it serves more than 5 car parking spaces; (ii) is more than 30 m long; (iii) it meets a road serving more than 6000 vehicles per day; (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; (c) have the first passing area constructed at the kerb; (d) be at intervals of no more than 30 m along the access.	Complies.	Yes
E6.7.4 On-Site Turning	A1 On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following: (a) it serves no more than two dwelling units; (b) it meets a road carrying less than 6000 vehicles per day.	Complies.	Yes
E6.7.5 Layout of Parking Areas	A1 The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 "Headroom" of the same Standard.	Complies.	Yes

Standard	Acceptable Solution	Proposed	Complies?
E6.7.6 Surface Treatment of Parking Areas	A1 Parking spaces and vehicle circulation roadways must be in accordance with all of the following; (a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway; (b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.	Complies.	Yes
E6.7.7 Lighting of Parking Areas	A1 Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 "Basis of Design" and clause 3.6 "Car Parks" in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.	Complies.	YES
E6.7.8 Landscaping of Parking Areas	A1 Landscaping of parking and circulation areas must be provided where more than 5 car parking spaces are proposed. This landscaping must be no less than 5 percent of the area of the car park, except in the Central Business Zone where no landscaping is required.	Not applicable.	N/A
E6.7.9 Design of Motorcycle Parking Areas	A1 The design of motorcycle parking areas must comply with all of the following: (b) be located, designed and constructed to comply with section 2.4.7 "Provision for Motorcycles" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (c) be located within 30 m of the main entrance to the building.	Not applicable.	N/A

Standard	Acceptable Solution	Proposed	Complies?
E6.7.10 Design of Bicycle Parking Facilities	A1 The design of bicycle parking facilities must comply with all the following; (a) be provided in accordance with the requirements of Table E6.2; (b) be located within 30 m of the main entrance to the building.	Not applicable.	N/A
	A2 The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 "Design of Parking Facilities" and clauses 3.1 "Security" and 3.3 "Ease of Use" of the same Standard.	Not applicable.	N/A
E6.7.11 Bicycle End of Trip Facilities	A1 For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycle spaces thereafter.	Not applicable.	N/A
E6.7.12 Siting of Car Parking	A1 Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must be located behind the building line of buildings located or proposed on a site except if a parking area is already provided in front of the building line of a shopping centre.	Not applicable.	N/A
E6.7.1.13 Facilities for Commercial Vehicles	A1 Commercial vehicles facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2 :	Complies.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	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.		
E6.7.14 Access to a Road	A1 Access to a road must be in accordance with the requirements of the road authority.	Complies.	Yes

APPENDIX 3

E7.0 Stormwater Management Code

Standard	Acceptable Solution	Proposed	Complies?
E7.7 Development Standards			
E7.7.1 Stormwater Drainage and Disposal	A1 Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.	Not applicable. The building and sealed car parking are existing.	N/A
	A2 A stormwater system for a new development must incorporate water sensitive urban design principles R1 for the treatment and disposal of stormwater if any of the following apply: (d) the size of new impervious area is more than 600 m ² ; (e) new car parking is provided for more than 6 cars; (f) a subdivision is for more than 5 lots.	Not applicable. The building and sealed car parking are existing.	N/A
	A3 A minor stormwater drainage system must be designed to comply with all of the following: (c) 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; (d) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.	Not applicable.	N/A

Standard	Acceptable Solution	Proposed	Complies?
	A4 A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.	Not applicable.	N/A

Attachments/Annexures

- 1** 14 Farley Street, Glenorchy

CLOSED TO MEMBERS OF THE PUBLIC

7. APPEALS REPORT

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

8. COMPLIANCE REPORT

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