

GLENORCHY PLANNING AUTHORITY AGENDA

MONDAY, 15 APRIL 2019



GLENORCHY CITY COUNCIL

QUALIFIED PERSON CERTIFICATION

The General Manager certifies that, in accordance with section 65 of the *Local Government Act 1993*, any advice, information and recommendations contained in the reports related to this agenda have been prepared by persons who have the qualifications or experience necessary to give such advice, information and recommendations.

A handwritten signature in blue ink, likely belonging to Tony McMullen.

Tony McMullen
General Manager

10 April 2019

- * **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: 5.00 p.m.

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

2. APOLOGIES/LEAVE OF ABSENCE

3. PECUNIARY INTERESTS

4. CONFIRMATION OF MINUTES

That the minutes of the Glenorchy Planning Authority Meeting held on 18 March 2019 be confirmed.

**5. PROPOSED USE AND DEVELOPMENT - MULTIPLE DWELLINGS
(NINE PROPOSED) - 4A BILTON WALK CLAREMONT**

Author: Planning Officer (Angela Dionysopoulos)

Qualified Person: Planning Officer (Angela Dionysopoulos)

Property ID: 2729989

REPORT SUMMARY:

Application No:	PLN-18-254
Applicant:	N A Moane
Owner:	N A Moane
Zone:	Inner Residential and Environmental Management
Use Class	Residential and Utilities
Application Status:	Discretionary
Discretions:	11.4.4 Sunlight and overshadowing, 11.4.8 Waste Storage for multiple dwellings, 29.3.1 Use Standards for Reserved Land, 29.4.2 Setback, E7.7.1 Stormwater Drainage and Disposal, E11.7.1 Buildings and Works, E15.7.1 Coastal Inundation High Hazard Areas, E15.7.6 Development Dependent on a Coastal Location, E16.7.1 Buildings and works, E16.7.2 Development Dependent on a Coastal Location (The proposal meets all other applicable standards as demonstrated in the attached appendices)
Level 2 Activity?	No
42 Days Expires:	17 April 2018
Existing Land Use:	Vacant land with storage sheds
Proposal In Brief:	Multiple Dwellings (Nine proposed)
Representations:	Eight (including a petition)
Recommendation:	Approval, subject to conditions

REPORT IN DETAIL:**PROPOSAL**

The application proposes development for nine new multiple dwellings. Seven of the proposed dwellings are single-storey, with two at the north-eastern end of the site being two-storey.

The proposed development has minimum setbacks of 1.543m from the south-eastern side boundary; 3m from the north-western side boundary; 0.9m from the south-western side boundary and approximately 31m from the rear boundary. A minimum setback of approximately 34.5m from the primary frontage is proposed.

Proposed dwellings labelled as Units 1, 2, 3, 4 and 9 on the plans are to be located along the north-western side of the site, and proposed dwellings labelled as Units 5, 6, 7 and 8 on the plans are to be located along the south-eastern side.

The proposed maximum dimensions of the dwellings are:

Single-storey proposed dwellings

- 'Unit 1': 15.48m x 12.56m, with a building height of 5.13m.
- 'Unit 2': 12.25m x 15.9m, with a building height of 4.9m.
- 'Unit 3': 13.15m x 12.83m, with a building height of 4.97m.
- 'Unit 4': 14.64m x 13.45m, with a building height of 5.06m.
- 'Unit 5': 18.27m x 10.46m, with a building height of 4.83m.
- 'Unit 6': 15.48m x 12.56m, with a building height of 5.28m.
- 'Unit 7': 15.59m x 10.46m, with a building height of 5.04m.

Two-storey proposed dwellings

- 'Unit 8': 18.3m x 9.58m, with a building height of 7.83m.
- 'Unit 9': 15.19m x 14.88m, with a building height of 6.49m.

A central access roadway located between the two rows of dwellings, and twenty-two on-site car parking spaces are proposed.

A new stormwater discharge point from the land into the Derwent River Marine Conservation Area is proposed.

Three existing, dilapidated sheds on the site are proposed to be demolished.

Fourteen trees and shrubs in the vicinity of the proposed development on the site are proposed to be removed. Three mature trees at the north-eastern end of the site are not proposed for removal.

SITE and LOCALITY

The site is a 4,194m², internal lot (Figure 1) located on the northern end of the Bilton Walk cul-de-sac in Claremont, and with approximately 40m frontage to the Derwent River foreshore adjoining the rear boundary. The site contains existing outbuildings, with no associated dwelling, and is otherwise vacant land with a number of mature trees and shrubs primarily along the south-eastern side.

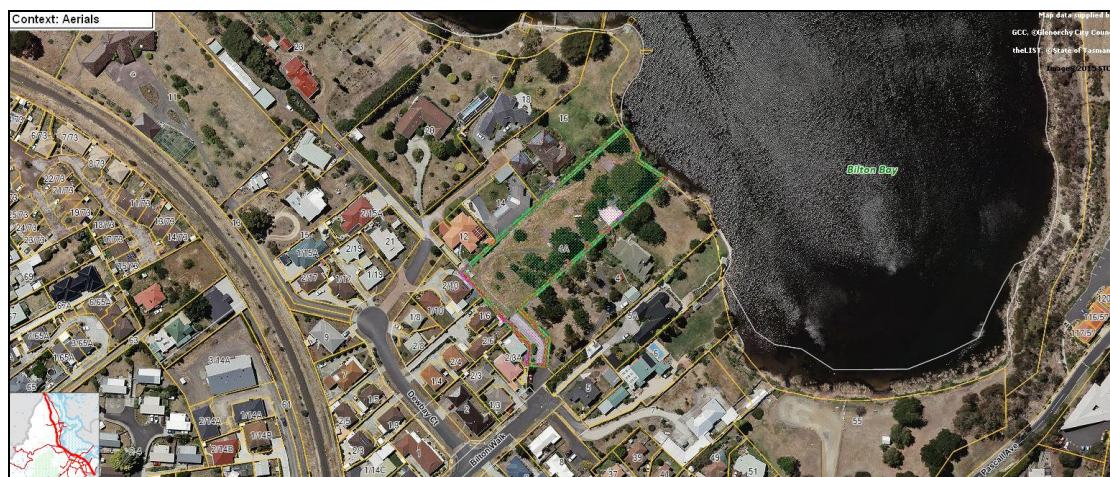


Figure 1 – Aerial photograph of the site (highlighted) and surrounds – Council database 2015

The majority of the site has a gentle, easterly gradient of approximately 1 in 32, increasing to approximately 1 in 18 towards the north-eastern end of the site. The Certificate of Title for the site includes a covenant prohibiting the erection of a new residential dwelling within a distance of 30m of the River Derwent high water mark.

The locality is characterised by predominantly multiple dwelling development, with larger lots containing single dwellings adjacent to the river. A railway is located approximately 98m from the site.

ZONE

Approximately 3,733m² of the land is within the Inner Residential zone; the remaining 1,181m² is within the Environmental Management zone (Figure 2).

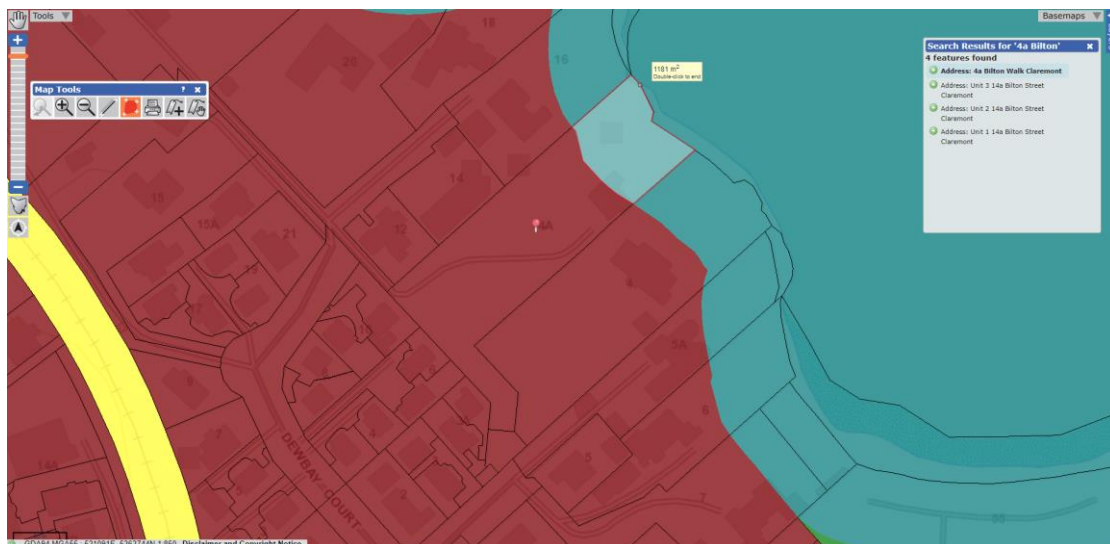


Figure 2 - The site is located partly within an Inner Residential zone (maroon), and partly within an Environmental Management zone (teal) - Glenorchy Interim Planning Scheme 2015

BACKGROUND

PLN-04-02623 Planning permit approved August 2004 for a subdivision creating two lots, including the subject site.

A search of the Aboriginal Heritage Register indicated there may be registered Aboriginal relics on or near the site. Subsequent advice to the applicant from Aboriginal Heritage Tasmania advised that no recorded relics are located on the site, although there are some nearby.

ASSESSMENT

STATE POLICIES, OBJECTIVES of LUPAA

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

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

GLENORCHY INTERIM PLANNING SCHEME 2015

Part B: Administration

General Exemptions

Nil.

Limited Exemptions

Nil.

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

No Specific Area Plan applies to the site. The Road and Railway Assets Code, Parking and Access Code, Stormwater Management Code, Biodiversity Code, Waterway and Coastal Protection Code, Inundation Prone Areas Code and Coastal Erosion Hazard Code apply, and therefore prevail over the zone provisions, where there is any conflict.

Use Class Description (Table 8.2):

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

The use class within the Environmental Management Zoned land is **Utilities**, which means use of land for utilities and infrastructure including telecommunications; electricity generation; transmitting or distributing gas, oil, or power; transport networks; collecting, treating, transmitting, storing or distributing water; or collecting, treating, or disposing of storm or floodwater, sewage, or sullage. Examples include an electrical sub-station or powerline, gas, water or sewerage main, optic fibre main or distribution hub, pumping station, railway line, retarding basin, road, sewage treatment plant, storm or flood water drain, water storage dam and weir.

Other relevant definitions (Clause 4.1):

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

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

Building means as defined in the Act. The Act defines building to include service installations.

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

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

Reserve management plan means a management plan prepared under the *National Parks and Reserves Management Act 2002*, the *Wellington Park Act 1993* or the *Living Marine Resources Act 1995*, or a plan of management prepared for an area reserved under the *Crown Lands Act 1976*. No reserve management plan that applies to the site has been identified.

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

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

For the purposes of the E11.0 Waterway and Coastal Protection Code:

Natural streambank and streambed condition means the natural rate of erosion or accretion of the bank and bed of a watercourse and natural hydrological processes, as determined using *The Tasmanian River Condition Index (TRCI): Physical Form Field Manual and Hydrology User's Manual* (NRM South 2009).

For the purposes of the E15.0 Inundation Prone Areas Code:

Coastal protection works means a hard structure (such as a sea wall, groyne or breakwater) or soft engineering technique (such as beach nourishment), placed partially or wholly along the land-water interface to protect the land from the sea or to stop erosion of the shoreline.

For the purposes of the E16.0 Coastal Erosion Hazard Code:

Coastal protection structure means a hard structure (such as a sea wall, groyne or breakwater) placed partially or wholly along the land-water interface to protect the land from the sea or to stop erosion of the shoreline.

Coastal works management plan means a specific site plan acceptable to the planning authority that details vegetation management measures and erosion control measures on building and construction sites on coastal landforms prepared by a suitably qualified person in accordance with best practice guidelines.

In accordance with Clause 4.1.1, the following terms are not defined in the Act or the Scheme, and therefore have their ordinary meaning:

Private garden: A garden is defined in the Macquarie Dictionary¹ ('the dictionary') as a plot of ground devoted to the cultivation of useful or ornamental plants. The vegetation on the site is not cultivated, and is therefore not defined as a private garden for the purposes of this assessment.

Reserved land: The Scheme definition for 'reserve management plan' refers to the *National Parks and Reserves Management Act 2002*, the *Wellington Park Act 1993*, the *Living Marine Resources Management Act 1995*, and the *Crown Lands Act 1976*. The term 'reserved land' is defined in the *National Parks and Reserves Management Act 2002* as having the same meaning as in the *Nature Conservation Act 2002*; the other Acts do not define reserved land.

The *Nature Conservation Act 2002* defines reserved land to mean any land declared under that Act to be reserved land; and any land taken to have been so declared. Bilton Bay is located within the River Derwent Marine Conservation Area² established under the *Nature Conservation Act 2002*, and is therefore reserved land for the purposes of the Scheme.

Conservation area is defined in the *National Parks and Reserves Management Act 2002* as having the same meaning as in the *Nature Conservation Act 2002*. Conservation area is defined in the *Nature Conservation Act 2002* to mean any land declared under that Act to be reserved land in the class of conservation area; and any land taken to have been so declared. The River Derwent Marine Conservation Area was established under the *Nature Conservation Act 2002* and is therefore a conservation area for the purposes of the Scheme.

Non-habitable building is defined in the National Construction Code as follows:

- Class 10 buildings are non-habitable buildings or structures.
 - Class 10a buildings are non-habitable buildings including sheds, carports and private garages.
 - Class 10b buildings are structures such as fences, antennae, retaining walls or swimming pools.
 - Class 10c buildings are private bushfire shelters.

Although service installations are buildings, stormwater infrastructure is not a habitable building and does not meet the definition of a Class 10a, 10b or 10c non-habitable building.

Public stormwater infrastructure is considered to be synonymous with the term 'public stormwater system,' which is defined in the *Urban Drainage Act 2013* to include the whole, or part, of a waterway; and any infrastructure used for the treatment or disposal of stormwater, including any outfall pipe or other work that stores or conveys water leaving the infrastructure that is used for the treatment and or the disposal of stormwater, but does not include any private stormwater system, including any pipe, fitting or apparatus that is situated upstream of a connection point to a public stormwater system; or infrastructure

¹ 2001, *Macquarie Dictionary (revised third edition)*, The Macquarie Library, NSW

² <http://www.parks.tas.gov.au/?base=42256>

situated entirely within one property and not connected to any other infrastructure situated within another property.

Part C: Special Provisions

No special provisions of the Scheme apply to this proposal.

Part D: Zones

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

Zone Purpose Statements

Inner Residential Zone

The purpose of the Inner Residential zone is to:

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

The proposal is to develop vacant land for residential use, and contributes to a change in character from single dwellings on larger lots to a higher density use. The implications for public open space and the amenity of nearby development are controlled by the proposal's conformity to the zone standards, as detailed in this report.

The site is located approximately 170m from the Claremont local activity centre, which provides a range of facilities and services to the area, and is also 340m walking distance from Main Road in Claremont, which is serviced by multiple public bus routes. Bus routes also run along Bilton walk to within 140m of the site.

The proposal is considered to accord with the purpose of the Inner Residential zone.

Environmental Management Zone

The purpose of the Environmental Management zone is to:

- Provide for the protection, conservation and management of areas with significant ecological, scientific, cultural or aesthetic value, or with a significant likelihood of risk from a natural hazard;
- Only allow for complementary use or development where consistent with any strategies for protection and management;

- Facilitate passive recreational opportunities which are consistent with the protection of natural values in bushland and foreshore areas;
- Recognise and protect highly significant natural values on private land; and
- Protect natural values in undeveloped areas of the coast.

The proposal does not impede on the protection, conservation and management of the area within the Environmental Management Zone, and proposes minimal use and development of that land. The proposal includes gated pedestrian access from the common area of the proposed development to the Environmental Management Zoned land, allowing for passive recreational opportunities. The area is a developed area and the land has a long history of modification with prior clearance and conversion of native vegetation.

The proposal is considered to accord with the purpose of the Environmental Management Zone.

Use Table

Inner Residential Zone

Residential use for multiple dwellings has Permitted status in the zone. However, the proposal is discretionary owing to reliance on performance criteria for compliance with the standards for residential density for multiple dwellings, sunlight and overshadowing, waste storage for multiple dwellings, stormwater drainage and disposal, buildings and works, coastal inundation high hazard areas, development dependent on a coastal location, and buildings and works.

Environmental Management Zone

Use for Utilities has Discretionary status in the zone where no reserve management plan applies. The proposal is also discretionary for reliance on the use standards for reserved land, and the setback standard.

Use Standards

Inner Residential Zone

The use standards relate to non-residential use, visitor accommodation and local shops, and do not pertain to the proposal.

Environmental Management Zone

29.3.1 Use Standards for Reserved Land

Acceptable Solution A1 requires that use is undertaken in accordance with a reserve management plan. Use for stormwater discharge into Bilton Bay is proposed. Bilton Bay is reserved land, as detailed in the Definitions section of this report, and there is no reserve management plan for the land. The proposal relies on Performance Criterion P1 for compliance with the standard.

Performance Criterion P1 requires that use must satisfy all of the following:

- (a) *be complementary to the use of the reserved land;*

The reserved land is a river, which receives the natural drainage from the surrounding catchment, including the subject land. The proposed drainage of stormwater to the river is complementary in the sense of more closely maintaining the existing distribution of drainage flows, in contrast to the alternative of redirecting stormwater from the site to another location via public infrastructure.

- (b) *be consistent with any applicable objectives for management of reserved land provided by the National Parks and Reserves Management Act 2002;*

The objectives for management of a conservation area are specified in the *National Parks and Reserves Management Act 2002* as being:

- (a) *to conserve natural biological diversity;*

The proposal involves use of the reserved land for stormwater discharge, but no buildings or works (other than for a stormwater outlet) within the reserved land are proposed. The adjacent land in which the infrastructure will be contained is highly modified and no clearance and conversion or disturbance of native vegetation is proposed.

- (b) *to conserve geological diversity;*

Not applicable. The proposed stormwater discharge will not have any impact on geological diversity.

- (c) *to preserve the quality of water and protect catchments;*

The proposed stormwater management solution includes measures to exceed stormwater quality and quantity targets specified in the *State Stormwater Strategy 2010*. The proposed measures and their analysis is detailed in the *Stormwater Infrastructure – Drainage Report* prepared by JSA Consulting Engineers for the application. The proposed measures comprise controlled discharge to garden areas as well as first-flush devices and a central tertiary stormwater treatment system.

- (d) *to conserve sites or areas of cultural significance;*

Aboriginal Heritage Tasmania has advised that there are no Aboriginal heritage sites recorded within the property, but a nearby potential site was located. Advice regarding responsibilities under the *Aboriginal Heritage Act 1975* is recommended.

- (e) *to provide for the controlled use of natural resources including special species timber harvesting, and including as an adjunct to utilisation of marine resources;*

Not applicable. No use of natural resources is proposed as part of the stormwater discharge.

- (f) *to provide for exploration activities and utilisation of mineral resources;*

Not applicable. No exploration or utilisation of mineral resources is proposed.

- (g) *to provide for the taking, on an ecologically sustainable basis, of designated game species for commercial or private purposes, or both;*

Not applicable. No taking of game species is proposed.

- (h) *to provide for other commercial or industrial uses of coastal areas;*

Not applicable. No commercial or industrial use is proposed.

- (i) *to encourage education based on the purposes of reservation and the natural or cultural values of the conservation area, or both;*

Not applicable. No education regarding the conservation area is proposed or considered to be warranted by the proposal.

- (j) *to encourage research, particularly that which furthers the purposes of reservation;*

Not applicable. No research merit is identified for the proposed stormwater discharge.

- (k) *to protect the conservation area against, and rehabilitate the conservation area following, adverse impacts such as those of fire, introduced species, diseases and soil erosion on the conservation area's natural and cultural values and on assets within and adjacent to the conservation area;*

Streambank stabilisation measures are proposed to prevent potential soil erosion from the proposed stormwater outlet.

- (l) *to encourage appropriate tourism, recreational use and enjoyment (including private uses) consistent with the conservation of the conservation area's natural and cultural values; and*

No impact on the tourism and recreational use of the Derwent River is anticipated as a result of the proposed stormwater discharge.

- (m) *to encourage cooperative management programs with Aboriginal people in areas of significance to them in a manner consistent with the purposes of reservation and the other management objectives.*

Not applicable. No management program in relation to the proposed use for stormwater discharge is required.

- (c) *not have an unreasonable impact upon the amenity of the surrounding area through commercial vehicle movements, noise, lighting or other emissions that are unreasonable in their timing, duration or extent.*

The proposed stormwater discharge is expected to have minimal amenity impact on Bilton Bay.

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

There are no other use standards for the Environmental Management zone, as detailed at Appendix B.

Development Standards for Buildings & Works

Inner Residential Zone

The proposed multiple dwelling development, with the exception of stormwater infrastructure works, is contained within the Inner Residential zoned land. Assessment of compliance with the standards of the Inner Residential zone is determined with respect solely to the portion of land and proposed development located within that zone.

11.4.2 Setbacks and building envelope (A3)

Acceptable Solution A3 requires, for an internal lot, a distance of 3m from the rear boundary of a lot with an adjoining frontage. Although the subject site is an internal lot, the shared boundary with the neighbouring lot with an adjoining frontage at 4 Bilton Walk is the neighbouring lot's side boundary, not a rear boundary (Figure 3). On this basis, the requirement for a 3m setback from the rear boundary of a lot with an adjoining frontage does not apply.



Figure 3 – Annotated site map indicating the interpretation of site boundaries – basemap from Council database 2015

Aside from the question of setback from the boundary of a lot with an adjoining frontage, the proposed dwellings are located entirely within the building envelope. It is noted that the plans for the proposal erroneously indicate the building envelope for a number of the proposed dwellings, as follows:

- Units 1 and 9 – The north-east and south-west elevations³ show the building envelope projecting at an angle of 45 degrees from a height of 3m at a setback of 3m from the rear boundary. The correct building envelope extends vertically to a maximum height of 9.5m at a setback of 3m from the rear boundary. The proposed dwelling is contained within the required building envelope.
- Units 2, 3, 4 and 9 – The building envelope is similarly misrepresented on the plans, although in any case the proposed dwellings (other than eaves) do not project outside that envelope.
- Units 5, 6, 7 and 8 – The building envelope is shown with a 3m setback from a side boundary of a lot with an adjoining frontage, whereas only a 1.5m setback applies.

In all cases, protrusions such as eaves extend not more than 0.6m horizontally beyond the building envelope, and therefore meet the acceptable solution.

For proposed Unit 1, a minimum setback of 0.9m with a total length of 6.58m is proposed (along a boundary with a length of approximately 57m, or 37m excluding the access strip). This meets the acceptable solution requirement for a setback within 1.5m of a side boundary to not exceed a total length of 9m or one-third of the side boundary (whichever is the lesser).

The proposal is assessed as complying with all aspects of Acceptable Solution A3.

Nevertheless, should an alternative interpretation of the application of the building envelope be put forward, the proposal is considered to meet the performance criteria of the standard for the following reasons.

³ The orientation of the elevations for proposed Unit 9 are incorrectly labelled on the plans. The 'north west' elevation is actually the north east elevation; the 'north east' elevation is actually the south east elevation; the 'south east' elevation is actually the south west elevation; and the 'south west' elevation is actually the north west elevation.

If the proposal was assessed against Performance Criterion P3, it is considered the proposal would comply, as the siting and scale of the proposed dwellings results in separation distances ranging from 3m to 12m between dwellings on adjoining lots, which is compatible with the surrounding area⁴, and does not cause unreasonable loss of amenity as follows:

- The maximum shading of the dwelling at 4 Bilton Walk would be from proposed Unit 8 and would not commence until after 2pm on the winter solstice, and the majority of the private open space at 4 Bilton Walk would not receive any shading from the proposed development;
- Shading of 2/10 Dewbay Court by the proposed development would cease from approximately 12pm on the winter solstice;
- Shading of 1/6 Dewbay Court by the proposed development would extend across a small proportion of the lot and cease altogether from approximately 1pm on the winter solstice;
- The site is to the south-east of the adjoining lots at 12, 14 and 16 Dewbay Court, and the proposed development will not cause any shading of those lots; and
- The visual impacts are reasonable given that:
 - Seven of the nine proposed dwellings are single storey with modest dimensions;
 - The footprint of proposed two-storey dwelling eight is modest relative to the footprint of neighbouring dwellings;
 - The first floor profile of proposed dwelling nine is less than half the length of the ground floor footprint; and
 - The proposed dwellings have adequate separation and private open space, which assists in mitigating the apparent bulk and scale of the proposed development.

If the proposal relied on the performance criteria, it would be assessed as meeting the criteria, and complying with the standard.

11.4.4 Sunlight and overshadowing (A1)

Acceptable Solution A1 requires a dwelling to have at least one habitable room (other than a bedroom) in which there is a window that faces between 30 degrees west and 30 degrees east of north. None of the proposed dwellings has glazing oriented within 30 degrees east or west of north. The proposal relies on Performance Criterion P1 for compliance with the standard.

Performance Criterion P1 requires that a dwelling must be sited and designed so as to allow sunlight to enter at least one habitable room (other than a bedroom).

Each dwelling is to have glazing to the main living areas oriented approximately 45 degrees east of north, providing ample opportunity for sunlight to enter. The proposal is assessed as meeting the performance criteria and complies with the standard.

⁴ For example, the dwellings at 5 and 6 Bilton Walk have a minimum separation distance of approximately 1.8m; while that between the dwellings at 8 and 7 Bilton Walk is a minimum of 28m.

11.4.8 Waste storage for multiple dwellings (A1)

Acceptable Solution A1 requires a bin storage area of at least 1.5m² per dwelling, which equates to 13.5m² for nine dwellings. A communal bin storage area of 4.5m² is proposed. The proposal relies on Performance Criterion P1 for compliance with the standard.

Performance Criterion P1 requires that a multiple dwelling development must provide storage, for waste and recycling bins, that is:

(a) *capable of storing the number of bins required for the site; and*

The proposed area is designed to hold six 240L bins. This accords with Council's Waste Services Policy, which stipulates one 240L waste bin and one 240L recycling bin per three dwellings, for shared services.

(b) *screened from the frontage and dwellings; and*

An open-fronted bin enclosure is proposed. The proposed bin storage area is to be located 5m from the frontage, and further screened from the frontage by letterboxes for the dwellings. Landscaping is proposed on the side of the proposed enclosure facing the proposed dwellings.

(c) *if the storage area is a communal storage area, separated from dwellings on the site to minimise impacts caused by odours and noise.*

The proposed storage area is located approximately 30m from the nearest dwelling on the site, which is considered ample to minimise noise or odour impacts.

The proposal complies with the acceptable solutions for all the remaining applicable development standards of the Inner Residential zone, as detailed at Appendix A.

Environmental Management Zone

Demolition works and construction of stormwater discharge infrastructure is proposed within the Environmental Management zone. Assessment of compliance with the standards of the Environmental Management zone is determined with respect solely to the portion of land and proposed development located within that zone.

29.4.2 Setback (A2)

Acceptable Solution A2 requires building setback from side and rear boundaries to be no less than 30m. The proposed service infrastructure comprises a building as defined in the Act (refer to the Definitions section of this report), and is to be located within 30m of the side and rear boundaries of the site. The proposal relies on Performance Criterion P2 for compliance with the standard.

Performance Criterion P2 requires that building setback from side and rear boundaries must satisfy all of the following:

(a) *be consistent with any Desired Future Character Statements provided for the area or, if no such statements are provided, have regard to the landscape;*

(b) *be sufficient to prevent unreasonable adverse impacts on residential amenity on adjoining lots by:*

(i) *overlooking and loss of privacy;*

(ii) *visual impact, when viewed from adjoining lots, through building bulk and massing.*

The proposed service infrastructure which is to be located underground will not have any impact on the landscape or residential amenity. A condition is recommended to require the externally visible stormwater discharge infrastructure to be designed to visually blend with the foreshore landscape.

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

The proposal complies with the acceptable solutions for all the remaining applicable development standards of the Environmental Management zone, as detailed at Appendix B.

Part E: Codes

The following codes of the Scheme apply to this proposal.

E5.0 Road and Railway Assets Code

The Road and Railway Assets Code applies to use or development of land that intensifies the use of an existing access. The proposed development for nine multiple dwellings will intensify the use of the access, and the code applies.

The proposal complies with the acceptable solutions for all the applicable standards of the Road and Railway Assets Code, as detailed at Appendix C.

E6.0 Parking and Access Code

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

E6.6.1 Number of Car Parking Spaces (A1)

Two car parking spaces are proposed for each dwelling, and three dedicated visitor car parking spaces are proposed, which accords with Acceptable Solution A1, as detailed in the Traffic Engineer's referral. It is noted that each dwelling's allocated car parking spaces are located adjoining the relevant dwelling, with the exception of proposed Unit 3, for which the associated car parking spaces are P17 (adjoining the dwelling) and P12 (located at the north-eastern end of the access, between proposed Units 8 and 9), as shown on page 30 of the P3 Plans for the application. The three proposed visitor car parking spaces (spaces labelled as P1, P2 and P3 on page 30 of the P3 Plans) are to be located parallel to the driveway along the access strip.

E6.6.3 Number of Motorcycle Parking Spaces (A1)

Acceptable Solution A1 requires one motorcycle parking space for each 20 car parking spaces after the first 19 car parking spaces. Twenty-one onsite car parking spaces are proposed, and one motorcycle parking space is required.

One motorcycle parking space is proposed, as shown on page 5 of the P3 Plans for the application. Council's Development Engineer does not have any concerns about the proposed parking space. Nevertheless, a Traffic Impact Assessment (TIA) for the application and Council's Traffic Engineer have both assessed the proposal on the basis of no motorcycle parking spaces being provided, and concluded that the proposal meets the performance criteria. Therefore, the proposal meets the standard, irrespective of the provision of a motorcycle parking space.

The proposal complies with the acceptable solutions for all the remaining applicable standards of the Parking and Access Code, as detailed at Appendix D.

E7.0 Stormwater Management Code

The Stormwater Management Code applies to all development requiring management of stormwater. New impervious surfaces are proposed, and the Code applies.

The proposal complies with the acceptable solutions for all the applicable standards of the Stormwater Management Code, as detailed at Appendix E.

E10.0 Biodiversity Code

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

The site is partly within a Biodiversity Protection Area (Figure 4). No native vegetation clearance and conversion or disturbance is proposed, and the Code does not apply.

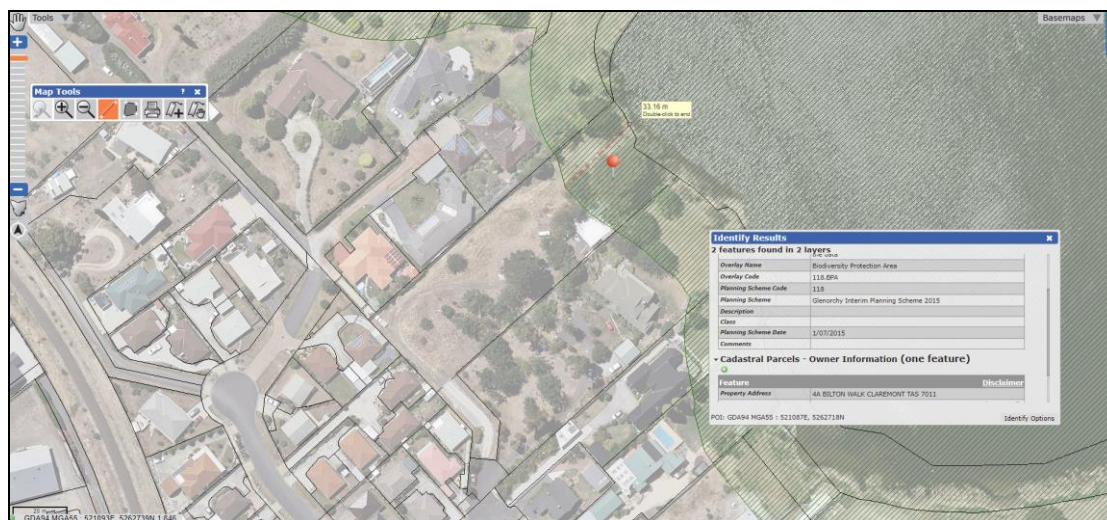


Figure 4 - The site is partly located within a Biodiversity Protection Area (green hatch) - Glenorchy Interim Planning Scheme 2015

E11.0 Waterway and Coastal Protection Code

The Waterway and Coastal Protection Code applies to development involving clearing of vegetation or soil disturbance within Waterway and Coastal Protection Areas, unless within a private garden.

The site is located partly within a Waterway and Coastal Protection Area (Figure 5), and the proposed development involves soil disturbance within the protected area. The area is not a private garden (refer to the Definitions section of this report). The Code applies.

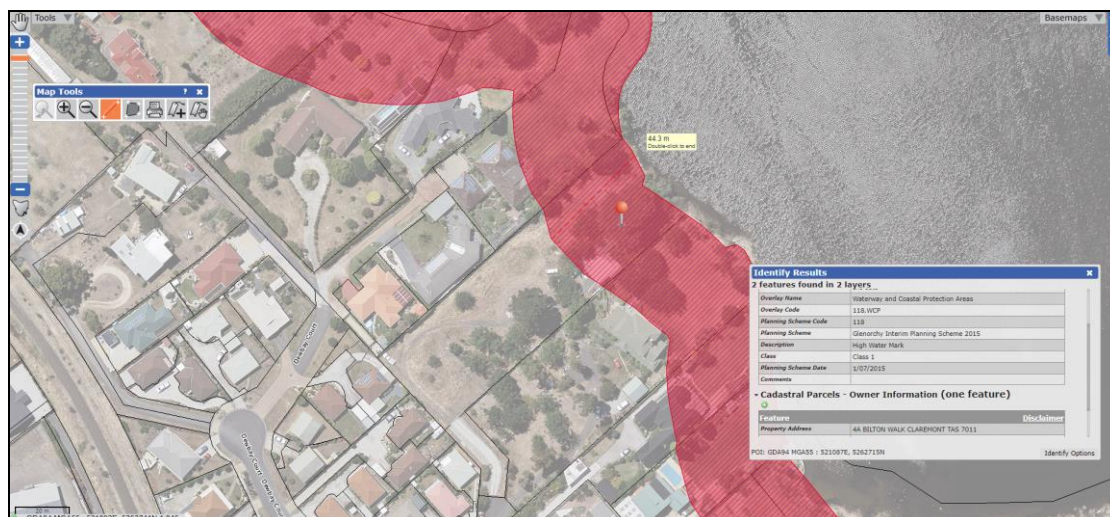


Figure 5 - The site is partly located within a Waterway and Coastal Protection Area (red highlight) - Glenorchy Interim Planning Scheme 2015

E11.7.1 Buildings and Works (A1)

Acceptable Solution A1 requires that buildings and works within a Waterway and Coastal Protection Area must be within a building area on a plan of subdivision approved under the planning scheme. There is no building area on the title, and the proposal includes buildings and works within the Waterway and Coastal Protection Area. The proposal relies on Performance Criterion P1 for compliance with the standard.

Performance Criterion P1 requires that buildings and works within a Waterway and Coastal Protection Area must satisfy all of the following:

(a) *avoid or mitigate impact on natural values;*

The site is highly modified and any natural values that may previously have existed at the site have been degraded over time with historic clearance and conversion, and the ad-hoc construction of brick and timber stabilisation measures along the shoreline. The proposed works have been located within an existing corridor that is clear of vegetation, in order to avoid any need for vegetation clearance within the Waterway and Coastal Protection Area.

A condition is recommended to require proposed shoreline stabilisation works to be limited to those required specifically to mitigate impacts of the proposed new stormwater outlet.

(b) *mitigate and manage adverse erosion, sedimentation and runoff impacts on natural values;*

The proposal includes shoreline stabilisation works to mitigate potential for adverse erosion impacts. Sedimentation and runoff impacts are to be mitigated through the implementation of stormwater treatment and management to achieve reductions in total suspended solids, phosphorous and nitrogen exceeding the stormwater quality and quantity targets in accordance with the *State Stormwater Strategy 2010*, as detailed earlier in this report. This is considered to mitigate impacts on natural values.

(c) *avoid or mitigate impacts on riparian or littoral vegetation;*

No vegetation clearing is proposed.

(d) *maintain natural streambank and streambed condition, (where it exists);*

The natural streambank has been modified in the past with brick and timber stabilisation measures and long-established clearance and conversion of native vegetation. No in-stream works are proposed.

(e) *maintain in-stream natural habitat, such as fallen logs, bank overhangs, rocks and trailing vegetation;*

No in-stream works are proposed.

(f) *avoid significantly impeding natural flow and drainage;*

The natural drainage of the site is across the property into the Derwent River. All stormwater from the site will continue to drain to the river. The proposal incorporates water-sensitive urban design measures for controlled disposal of stormwater within the site, helping to retain natural flows, with surplus stormwater directed to the Derwent River via a new stormwater outlet.

(g) *maintain fish passage (where applicable);*

No works affecting fish passage are proposed.

(h) *avoid landfilling of wetlands;*

There are no wetlands in proximity to the site and no landfilling of wetlands is proposed.

(i) *works are undertaken generally in accordance with 'Wetlands and Waterways Works Manual' (DPIWE, 2003) and "Tasmanian Coastal Works Manual" (DPIPWE, Page and Thorp, 2010), and the unnecessary use of machinery within watercourses or wetlands is avoided.*

The application proposes works to be undertaken in accordance with the relevant documents, and a condition is recommended accordingly.

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

E11.7.1 Buildings and Works (A4)

Acceptable Solution A4 requires that development must involve no new stormwater discharge point into a watercourse. A new stormwater discharge point into the Derwent River is proposed. The proposal relies on Performance Criterion P4 for compliance with the standard.

Performance Criterion P4 requires that development involving a new stormwater point discharge into a watercourse, wetland or lake must satisfy all of the following:

(a) *risk of erosion and sedimentation is minimised;*

Shoreline stabilisation works are proposed to address the risk of erosion associated with the proposed stormwater outlet. Sedimentation risks are addressed through proposed measures to achieve water quality targets including sediment reduction as detailed in the E7.0 Stormwater Management Code section of this report.

(b) *any impacts on natural values likely to arise from erosion, sedimentation and runoff are mitigated and managed;*

A soil and water management plan is proposed to be implemented during construction, and a condition is recommended accordingly. Potential erosion and sedimentation is to be mitigated through the measures described above, thereby avoiding potential impacts on natural values.

(c) *potential for significant adverse impact on natural values is avoided.*

No significant adverse impact on natural values is anticipated.

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

The proposal complies with the acceptable solutions for all the remaining applicable standards of the Waterway and Coastal Protection Code, as detailed at Appendix G.

E15.0 Inundation Prone Areas Code

The Inundation Prone Areas Code applies to development on land in the Coastal Inundation High, Medium and Low Hazard Areas.

The site is located partly within a Coastal Inundation Hazard Area (Figure 6), and development for discharge of stormwater is proposed within the hazard area. The Code applies.



Figure 6 - The site is partly located within a Coastal Inundation Hazard Area (green hatch) - Glenorchy Interim Planning Scheme 2015

E15.7.1 Coastal Inundation High Hazard Areas (A2)

There is no acceptable solution for non-habitable buildings located within a Coastal Inundation High Hazard Area. The proposed stormwater outlet traverses a high hazard area as shown in the Scheme maps, and the proposed shoreline stabilisation works are located within the hazard area. The proposal relies on Performance Criterion P2 for compliance with the standard.

Performance Criterion P2 requires that a non-habitable building, an outbuilding or a Class 10b building under the *Building Code of Australia* must satisfy all of the following:

(a) *if an outbuilding, be a component of an existing dwelling;*

No outbuilding is proposed.

(b) *risk to users of the site, adjoining or nearby land is acceptable;*

The proposed stormwater outlet is a passive structure that is not for human occupation. The proposed structure is not considered to have any impact on the risk to users from potential coastal inundation events.

(c) risk to adjoining or nearby property or public infrastructure is acceptable;

There is no nearby public infrastructure, other than a sewer main. TasWater has reviewed the proposal and does not object. The proposed stormwater outlet is not considered to have any impact on the risk to nearby property from potential coastal inundation events.

(d) risk to buildings and other works arising from wave run-up is adequately mitigated through siting, structural or design methods;

Shoreline stabilisation works are proposed and are considered to mitigate wave run-up impacts.

(e) need for future remediation works is minimised; and

The proposed stormwater outlet is to be primarily underground and is expected to have minimal need for future remediation works as a result of potential coastal inundation events.

(f) provision of any developer contribution required pursuant to policy adopted by Council for coastal protection works;

There is no applicable Council policy.

except if it is development dependent on a coastal location.

The proposed stormwater infrastructure is not considered to be development dependent on a coastal location. The proposed shoreline stabilisation works are classified as works dependent on a coastal location, and therefore do not need to be assessed against the criteria P2 (a)-(f) of the standard.

The proposed development meets the performance criteria and complies with the standard.

The proposal complies with the acceptable solutions for all the remaining applicable standards of the Inundation Prone Areas Code, as detailed at Appendix H.

E16.0 Coastal Erosion Hazard Code

The Coastal Erosion Hazard Code applies to development on land in the Coastal Erosion Hazard Area shown on the planning scheme maps.

The site is located partly within a Coastal Erosion Low Hazard Area (Figure 7), and development for discharge of stormwater and shoreline stabilisation works is proposed within the hazard area. The Code applies.

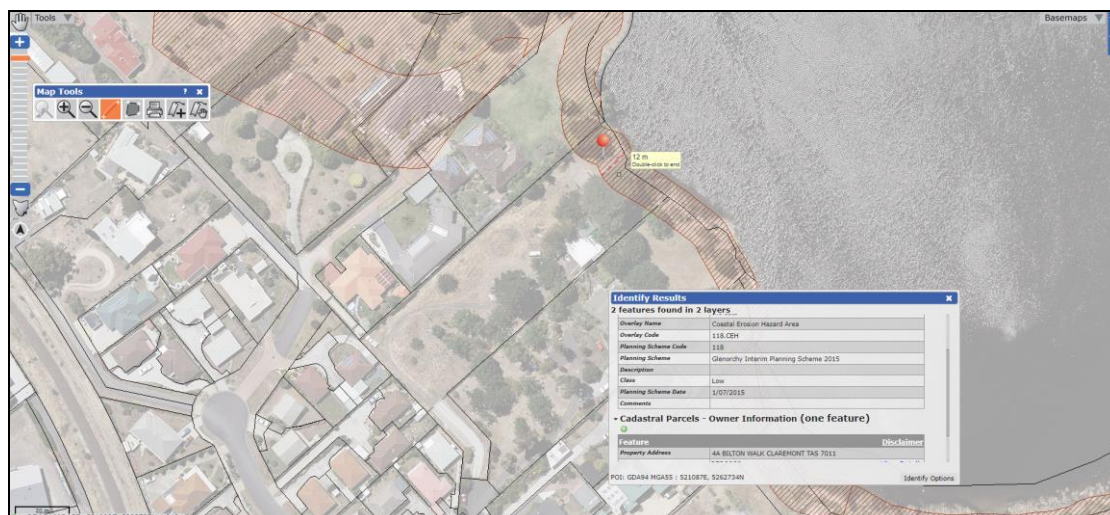


Figure 7 - The site is partly located within a Coastal Erosion Hazard Area (brown hatch) - Glenorchy Interim Planning Scheme 2015

E16.7.1 Buildings and works (A1)

No acceptable solution is provided for this standard. The proposal relies on Performance Criterion P1 for compliance with the standard.

Performance Criterion P1 requires that buildings and works must satisfy all of the following:

- (a) *not increase the level of risk to the life of the users of the site or of hazard for adjoining or nearby properties or public infrastructure;*

The proposed stormwater outlet is a passive, underground structure that is not for human occupation, and is not considered to have any impact on the risk to users as a result of potential coastal erosion processes. The proposed shoreline stabilisation works are intended to mitigate potential erosion, thereby protecting the site and nearby land. There is no nearby public infrastructure, other than a sewer main, and TasWater does not object to the proposal.

- (b) *erosion risk arising from wave run-up, including impact and material suitability, may be mitigated to an acceptable level through structural or design methods used to avoid damage to, or loss of, buildings or works;*

Shoreline stabilisation works are proposed to mitigate erosion risk. A condition is recommended to require a detailed design for the proposed stormwater outlet and shoreline stabilisation works, to Council's satisfaction.

- (c) *erosion risk is mitigated to an acceptable level through measures to modify the hazard where these measures are designed and certified by an engineer with suitable experience in coastal, civil and/or hydraulic engineering;*

Shoreline stabilisation works are proposed to mitigate wave run-up impacts. A condition is recommended to require submission for Council approval of a detailed design for the proposed works, prepared by a suitably qualified person.

- (d) *need for future remediation works is minimised;*

The proposed shoreline stabilisation works are intended to mitigate erosion risk, and therefore minimise the need for future remediation works for the proposed stormwater outlet.

(e) health and safety of people is not placed at risk;

The proposed stormwater outlet and shoreline stabilisation works are passive structures not intended for use by people. No impact on people's health and safety arising from coastal erosion is anticipated as a result of the proposed structures.

(f) important natural features are adequately protected;

The area of the site where the works are proposed has a history of disturbance with minimal native vegetation remaining. No clearing of native vegetation is proposed.

In order to protect the adjacent waterway and coastal vegetation in the vicinity, a condition is recommended requiring that works must be undertaken generally in accordance with the Wetlands and Waterways Works Manual and the Tasmanian Coastal Works Manual, with avoidance of the unnecessary use of machinery within watercourses.

(g) public foreshore access is not obstructed where the managing public authority requires it to continue to exist;

The foreshore up to the high water mark forms part of the title (Figure 8) and is privately owned, with no public access. The proposal does not result in any new obstruction to foreshore access.

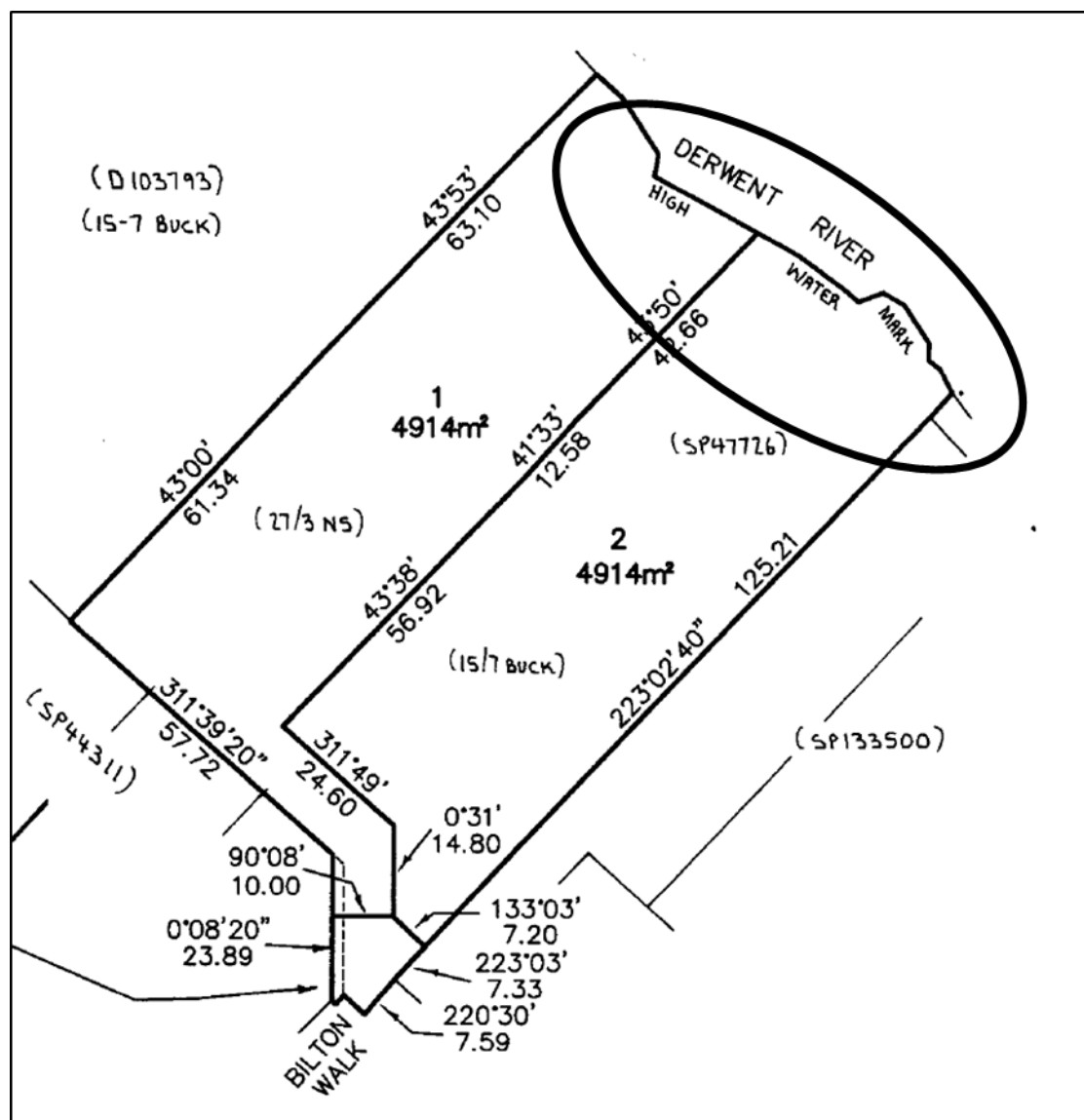


Figure 8 - Snapshot of the Folio Plan for the site showing the north-eastern boundary as being contiguous with the high water mark – Certificate of Title volume 147784, folio 1

- (h) access to the site will not be lost or substantially compromised by expected future erosion whether on the proposed site or off-site;

The site access is located at the south-western end of the lot, well away from the hazard area.

- (i) provision of a developer contribution for required mitigation works consistent with any adopted Council Policy, prior to commencement of works;

There is no applicable Council policy.

- (j) not be located on an actively mobile landform.

The application states that the works are not located on an actively mobile landform. Shoreline stabilisation works are proposed to mitigate potential mobility in the relevant part of the land.

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

E16.7.2 Development Dependent on a Coastal Location (A3)

The standard does not provide an acceptable solution for coastal protection works initiated by the private sector. The proposed shoreline stabilisation works are privately initiated coastal protection works, and the proposal relies on Performance Criterion P3 for compliance with the standard.

Performance Criterion P3 requires that coastal protection works initiated by the private sector must satisfy all of the following:

(a) be designed by a suitably qualified person;

The proposed shoreline stabilisation works are recommended by JSA Consulting Engineers. A condition is recommended to require submission for Council approval of a detailed design for the proposed works, to be prepared by a suitably qualified person.

(b) minimise adverse effect to coastal processes, including wave action and behaviour, sediment dynamics, current and tidal flows in the area;

The proposed shoreline stabilisation works consist of replacement of existing dilapidated brick and wood stabilisation measures with bluestone rocks. The replacement of materials is not expected to have any adverse effect on coastal processes. In addition, as the proposal did not identify any development on Crown Land or provide Crown consent to the making of the application, a condition is recommended to require the proposed works to be wholly contained within the site boundary. The boundary aligns with the high water mark and the proposed works are therefore not expected to impact on coastal processes within the waterway.

(c) cause no adverse effects on other parts of the coast, including increased risk of erosion;

No adverse effects to other parts of the coast are expected from the proposed works, and a condition is recommended to require that the works must be limited in extent to those required specifically to mitigate potential erosion impacts from the new stormwater outlet.

(d) minimise the potential for erosion as far as practicable.

The proposed works are specifically intended to mitigate potential erosion risk.

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

The proposal complies with the acceptable solutions for all the remaining applicable standards of the Coastal Erosion Hazard Code, as detailed at Appendix I.

PART F: Specific Area Plans

No Specific Area Plan applies to the site.

INTERNAL REFERRALS

Development Engineer

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

The development application seeks an approval for nine multiple dwellings on a vacant site. The proposal was advertised and there are numbers of representations received. The representations raised planning related concerns including the over development, density, over shadowing, privacy, visitor car parking, on-site turning, noise and traffic movements.

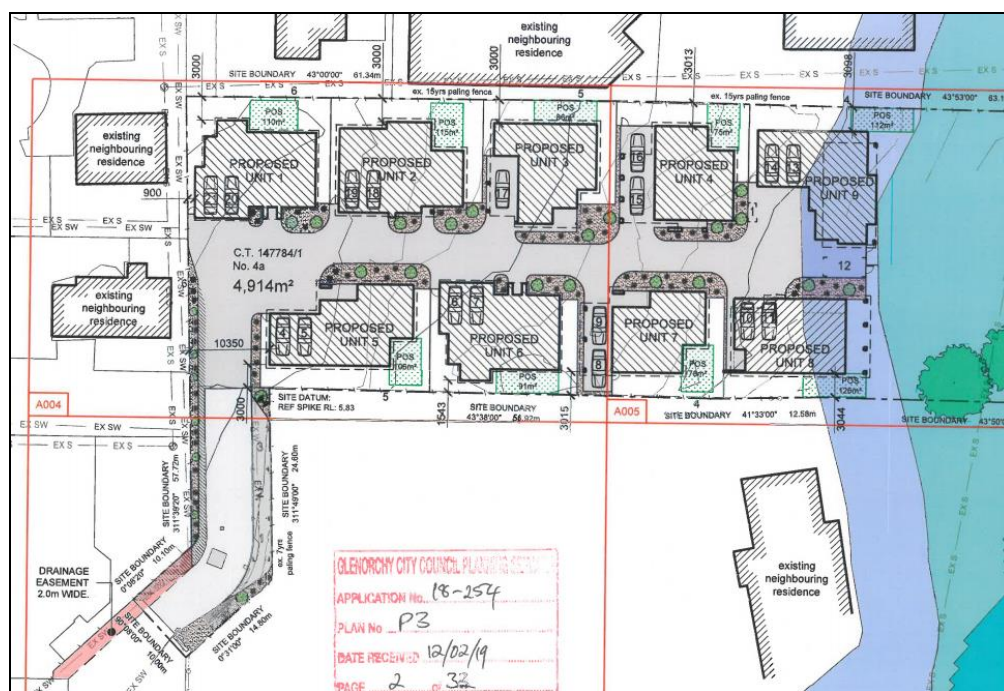


Figure 9 - Snapshot of P3 Plans, page 2 – PLN-18-254

Figure 9 shows the concept development plan. A Traffic Impact Assessment (TIA) by Milan Prodanovic is provided. A total of two car parking spaces per dwelling plus three visitor car parking spaces are part of the proposal.

E5.0 Road and Railway Assets Code

The proposed nine dwellings will increase vehicle movements, to and from the site, around 67 vpd or over 40 vehicle movements which is also over 20% of the Bilton Walk AADT; therefore, the assessment under the performance criteria P3 of E5.5.1 is triggered. A TIA prepared by Milan Prodanovic dated February 2019 was submitted in response to the Further Information Request made by Council. The TIA has been referred to Council's Traffic Engineer; and the assessment's findings and conclusion are considered adequate in supporting the development. Therefore, the development complies with Code E5 Road and Railway Assets Code.

E6.0 Parking and Access Code

The site can be accessed off the existing vehicular access onto the site. Twenty-one (21) car parking spaces are proposed; two (2) per each dwelling plus three visitor parking spaces; this complies with the acceptable solution A1 of the Code E6.6.1. The on-site turning area can be achieved to facilitate the turning so that the vehicles can enter and exit the site in forward direction; this arrangement is acceptable and required to improve the sight distance at the access point to the Bilton Walk. Driveway grades, materials, dimension and run-off details are considered adequate to comply with the acceptable solutions. Therefore, the development complies with Code E6 Parking and Access Code. The site is considered capable of being developed and the local traffic conditions are not expected to be significantly affected.

E7.0 Stormwater Management Code

There are no GCC stormwater mains affected by this application; and the stormwater connection is proposed to discharge water via a DN 225 pipe into the river (see Figure 10). Please refer to the Hydraulic referral for stormwater management matters.

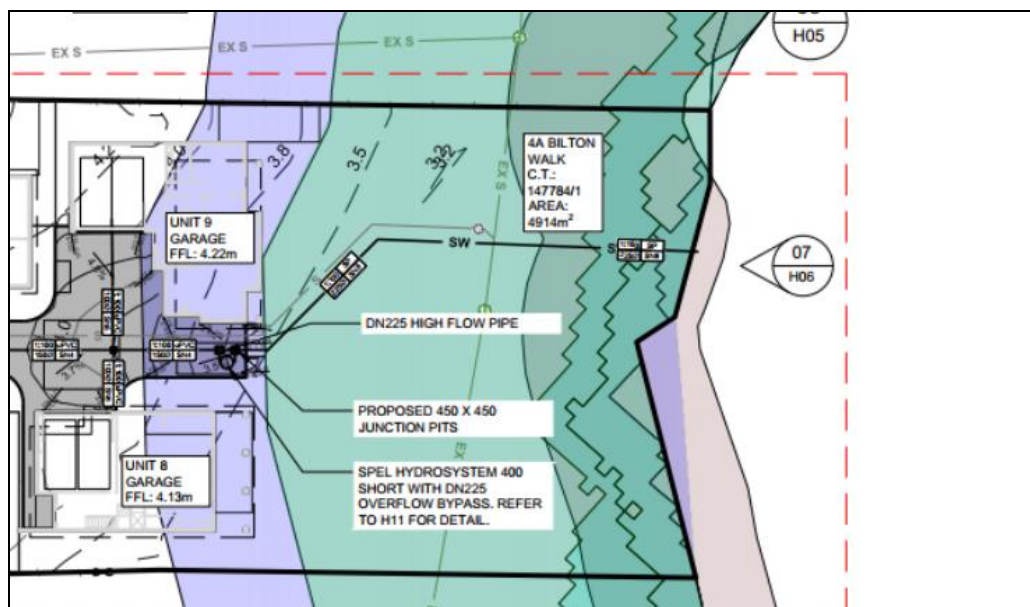


Figure 10 - Snapshot of P3 Plans, page 33 – PLN-18-254

Other

E3.0 Landslide Code

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

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

The development proposes a new stormwater point discharge into a watercourse which triggers the assessment of P4 of Code E11.7.1. The erosion and sedimentation must be minimised; this will be conditioned, and a soil and water management plan will be required.

E15.0 Inundation Prone Areas Code

Part of the site where the stormwater outlet is proposed, is over the Coastal Inundation High Hazard Areas overlay; hence the proposal triggers the performance criteria P2 of E15.7.1 and P3 of E15.7.6. Due to the size and scope of the stormwater outlet works, it is unlikely that the development will cause any inundation impact. This has also been referred to Manager Infrastructure, Engineering and Design; please refer to the Hydraulics referral.

Traffic Engineer

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

1. Introduction

Glenorchy City Council (GCC) has received a Development Application (DA) for the development of nine residential units at 4a Bilton Walk in Claremont. A Traffic Impact Assessment (TIA) prepared by Milan Prodanovic dated February 2019 was submitted as part of the Further Information Request made by Council. The TIA has been reviewed and the findings are presented below.

2. TIA Assessment*2.1 Road Characteristics*

The TIA provides widths and grades for Bilton Walk. It also provides information on footpaths and speed limits.

The road characteristics are considered to be adequately described in the TIA.

2.2 Traffic Volumes

The TIA includes traffic volumes collected at the Bilton Street/ Bilton Walk intersection on Thursday 7 February 2019 between 4:30pm and 5:30pm.

While it has not been identified if this is actually the PM peak hour, the traffic volumes are considered to be adequately described in the TIA.

2.3 Road Safety

The TIA includes an analysis of crash history in the vicinity of the site for the past 5 years.

While the TIA does not comment on the impacts of the increased traffic flow due to the proposed development on the surrounding road network, the crash history shows that the proposed development is not expected to have any significant detrimental impacts to road safety in the vicinity of the proposed site.

2.4 Traffic Generation

The methodology used in the TIA to determine the generation of the proposed development is based on findings of the consultant. The TIA uses a traffic generation rate of 5 vehicles/unit/day.

The traffic generation rate is considered low and the methodology used to determine this rate has not been adequately described. However, the use of a lower traffic generation is not expected to result in any operational or safety issues.

2.5 Traffic Analysis (Clause E5.5.1)

The TIA includes an operational analysis and states that the road network in the vicinity of the site is expected to operate efficiently at acceptable levels of service well into the future.

The conclusion drawn is adequate and the proposed development is considered to satisfy Performance Criteria P3 of Clause E5.5.1 of the Planning Scheme.

2.6 Sight Distance Assessment (Clause E5.6.4)

The TIA states that the sight lines along Bilton Street from Bilton Walk are satisfactory for the existing junction. The TIA also states that the distances to and from a vehicle le turning from Bilton Walk into Bilton Street are satisfactory.

The conclusion drawn is adequate and the sight distance meets Acceptable Solution requirements of Clause E5.6.4 of the Planning Scheme.

2.7 Parking Assessment

2.7.1 Parking Supply

The TIA states that there is a parking supply of 21 spaces.

The available parking is adequately described.

2.7.2 Parking Demand (Clause E6.6.1)

According to Clause E6.6.1 (a) of the Planning Scheme, the number of on-site car parking spaces must be no less than the number specified in Table E6.1 and no more than 10% greater than that number. Based on this, the proposed development is required to provide 21 parking spaces.

The provision of 21 parking spaces meets the Acceptable Solutions requirements of the planning scheme.

2.7.3 Motorcycle Parking Spaces (Clause E6.6.3)

According to Clause E6.6.3 of the Planning Scheme, the number of on-site motorcycle parking spaces provided must be at a rate of 1 space for each 20 car parking spaces after the first 19 parking spaces. This requires the development to provide 1 motorcycle parking spaces.

The TIA states that although the provision of 1 motorcycle parking space does not meet Planning Scheme requirements, motorcycles demand will be accommodated within the car parking spaces.

The conclusion drawn is considered adequate and Performance Criteria of Clause E6.6.3 of the Planning Scheme is considered to be satisfied.

2.7.4 Vehicular Access and Driveways (Clause E6.7.2 and E6.7.3)

The vehicular access is 6m wide and 45m long. This meets acceptable solutions of Clause E6.7.2 and E6.7.3 of the Planning Scheme.

2.7.5 Parking Layout and On-Site Turning (Clause E6.7.4 and E6.7.5)

The TIA states that the parking spaces comply with the parking space dimensions specified in AS2890.1. The TIA also states that turning paths of vehicles have been checked and vehicles are able to adequately undertake three-point turns.

This assessment is considered adequate and meets the Acceptable Solutions requirements of the Planning Scheme.

2.7.6 Pedestrian Access

The TIA states that the pedestrian activity along the driveway will be very low and no special pedestrian measures need to be implemented. The TIA does recommend that a footpath be provided along the north-western side of the driveway.

The assessment undertaken, and the conclusion drawn is considered adequate.

3. Conclusion

I have reviewed the TIA submitted and conclude that 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 objections to the proposed development subject to the following condition:

- A footpath is provided along the north-western side of the driveway

Hydraulics Engineer

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

E7.0 Stormwater Management Code

Stormwater runoff is proposed to be collected from impervious surfaces by gravity and disposed of via a DN225 outlet pipe into Bilton Bay. Prior to discharge the stormwater is proposed to be conveyed through a series of treatment devices. This process has been shown, through MUSIC modelling, to achieve the stormwater quality targets detailed in Table E7.1 of the Scheme. The proposed stormwater infrastructure has been shown to have the capacity to convey the peak runoff at the site in the event of a 5% AEP event.

This is in accordance with the Stormwater Management Code, standard E7.7.1.

E15.0 Inundation Prone Areas Code

The property is partially affected by the coastal inundation hazard area. Stormwater infrastructure, which constitutes a building in accordance with the definition in the Act, is proposed to run through a high hazard area. Shoreline stabilisation works are also proposed to occur in the hazard area. As such, Clause E15.7.1 Coastal Inundation High Hazard Areas Performance Criteria P2 must be addressed. P2 requires that a non-habitable building, an outbuilding or a class10b building under the Building Code of Australia must satisfy all the following:

- a) if an outbuilding, be a component of an existing dwelling;*
- b) risk to users of the site, adjoining or nearby land is acceptable;*
- c) risk to adjoining or nearby property or public infrastructure is acceptable;*
- d) risk to buildings and other works arising from wave run-up is adequately mitigated through siting, structural or design methods;*
- e) need for future remediation works is minimised;*
- f) provision of any developer contribution required pursuant to policy adopted by Council for coastal protection works.*

The requirements put forward are not applicable to the stormwater infrastructure or pose no risk, as the structure is predominately underground and passive in nature. Of the requirements that are applicable to the shoreline stabilisation proposal, namely b, c, d and e, the works should decrease risk and minimise future remediation work. Hence, I have no issues with the Inundation Prone Areas Code for the development.

E16.0 Coastal Erosion Hazard Code

The Coastal Erosion Hazard Code applies to the proposed development due to stormwater discharge infrastructure and shoreline stabilisation works being proposed within a Coastal Erosion Low Hazard Area. Performance Criteria P2 in E16.7.1 Building and Works is required to be addressed. The developer's engineers, JSA Consulting Engineers submitted a further information response on the 7/2/19, which details compliance with the performance criteria. I agree with their response and the fact that the measures being implemented should have a positive impact on public risk, erosion and the foreshore stability. I have no issues with the development from the perspective of this code.

In summary, I have no objection to this development from a hydraulic engineering perspective, subject to recommended conditions.

Environment Officer

Council's Environment Officer has reviewed the proposal. No referral was completed.

Waste Management Officer

Council's Waste Management Officer has reviewed the proposal and made the following comments.

Waste management services to the proposed multiple dwelling development at 4a Bilton Walk would be Council's shared bin service, collected weekly. The wheelie bins should be stored in a bin enclosure within the property boundary and are not to be taken to individual units. The wheelie bins will be collected from the bin enclosure.

EXTERNAL REFERRALS

TasWater

TasWater has reviewed the proposal and recommended conditions and advice.

Department of Primary Industries, Parks, Water and Environment (DPIPWE)

Parks and Wildlife Service – Property Services

The proposal was referred to Property Services (formerly Crown Land Services), and no advice was received.

Parks and Wildlife Service – Crown Conservation Areas

The proposal was referred to Admin South for Crown Conservation Areas, and no advice was received.

REPRESENTATIONS

The application was advertised for the statutory 14-day period with eight representation(s) being received. One of the representations was in the form of a petition with ten signatories, of whom six also submitted separate representations. The issues raised are as follows.

1. Residential density

The representors state that:

- The land is too small to accommodate nine dwellings.
- Nine dwellings represents an overdevelopment of the land.
- Seven dwellings would be more acceptable.
- The proposed density is not in keeping with the quality of nearby homes.

Planner's Comment:

The Scheme does not provide a basis for requiring a lesser density than that proposed. The site is in the Inner Residential Zone, and the objective of the standard for multiple dwelling density includes increasing the number and density of dwellings. The proposed density of 376m² per dwelling is within the density required by the acceptable solution for standard, which specifies that multiple dwellings must have a site area per dwelling of not less than 200m² and not more than 400m². The proposal complies with the standard.

2. Implications for the foreshore area

The representors state that:

- The easternmost proposed dwellings appear to have their footprint within the sensitive foreshore area known as the 'coastal protection zone'.
- The required foreshore setbacks are 30m above the high water mark.
- The waterfront area is in a bad state. Council should closely monitor works in the foreshore area.

Planner's Comment:

The proposed development has a minimum setback of 30.95m from the north-east boundary (Figure 11), which, as shown on the Folio Plan for the lot, is contiguous with the high water mark (Figure 8). The proposed setback accords with the covenant in the Schedule of Easements prohibiting development of a new dwelling within a distance of 30m of the River Derwent high water mark.

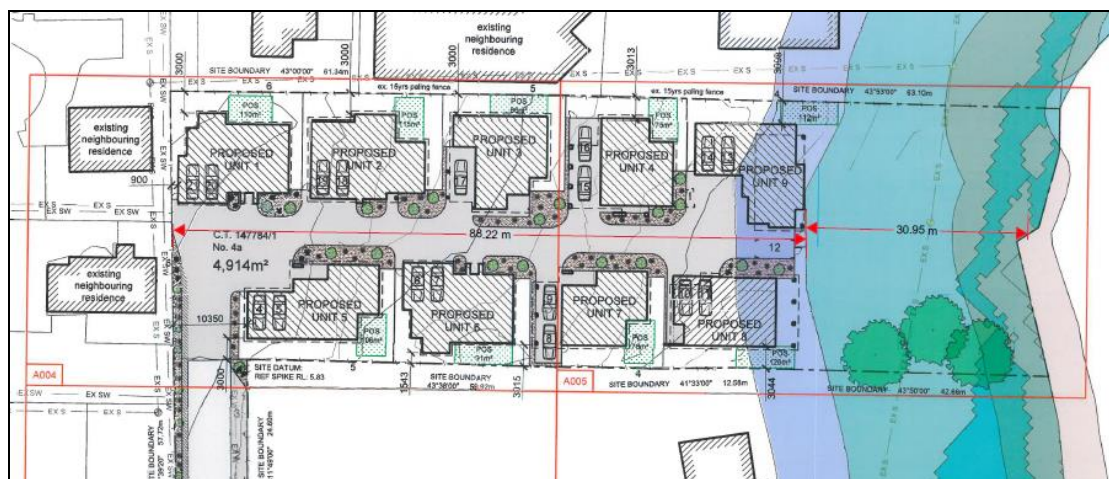


Figure 11 The proposed development has a minimum setback of 30.95m from the north-east boundary/high water mark, and extends to a maximum of 88.22m from the south-west boundary – snapshot of PLN-18-254 P3 Plans

The proposed development is also wholly contained within the Inner Residential Zone, which extends to a minimum of 88.6m from the south-west boundary, as shown in Figure 12, while the proposed development extends to 88.22m.

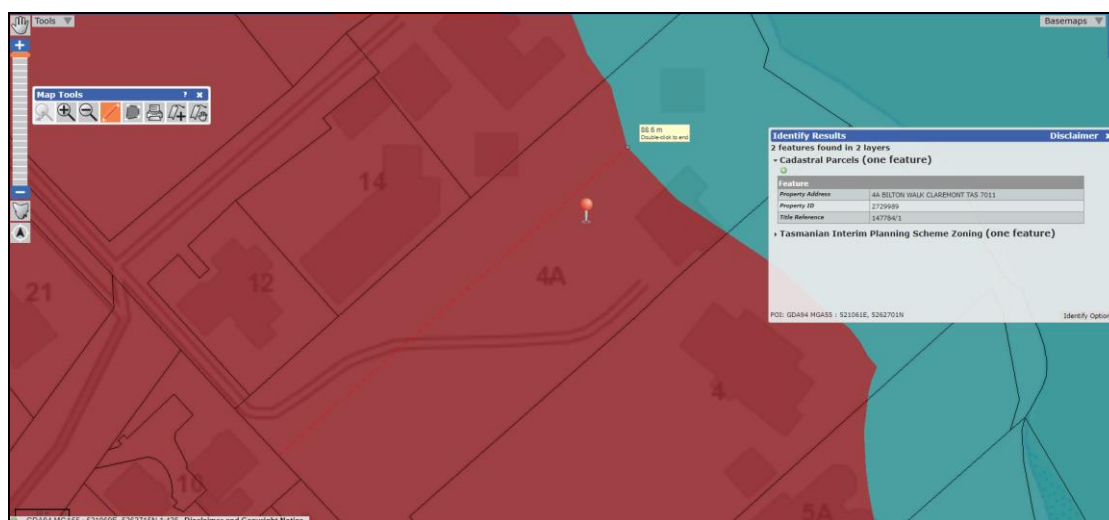


Figure 12 The Inner Residential Zone (maroon) extends to a minimum of 88.6m from the south-west boundary - Glenorchy Interim Planning Scheme 2015

In addition, a condition is recommended to require all dwelling development to be located outside the Environmental Management Zone.

Shoreline stabilisation works are proposed and a condition is recommended to require a detailed design for the works.

3. Setbacks

The representors state that:

- Proposed Unit 1 is only 900mm from the south-west boundary, which adjoins 2/10 Dewbay Court.
- The minimum boundary setback should be 1.5m.
- Proposed Unit 5 is located too close to the south-east boundary, which adjoins 4 Bilton Walk.

Planner's Comment:

The proposed setbacks meet Acceptable Solution A3 of the *11.4.2 Setbacks and building envelope* standard, as detailed in the Part D: Zones section of this report.

4. Building height

The representors state that:

- The south-western garage wall of proposed Unit 1 is too high at 2.9m, by comparison with the 2.4m height of the equivalent wall in proposed Unit 6 (which has the same floor plan).
- Dwellings should be restricted to one storey only.

Planner's Comment:

Acceptable Solution A3 for standard *11.4.2 Setbacks and building envelope* allows for a maximum height of 3.9m at a setback of 0.9m from a side boundary. The proposed height of the relevant wall of Unit 1 meets the acceptable solution.

The Scheme does not restrict development to one storey. Acceptable Solution A3 for standard *11.4.2 Setbacks and building envelope* specified a maximum building height of not more than 9.5m. The maximum proposed building height is 7.83m, which meets the acceptable solution.

5. Building envelope

The representors state that:

- Several of the proposed dwellings protrude outside the building envelope.

Planner's Comment:

The advertised plans mistakenly locate the building envelope for several of the proposed dwellings. However, all the proposed dwellings are located entirely within the building envelope, as detailed in relation to *11.4.2 Setbacks and building envelope (A3)* in the Part D: Zones section of this report.

6. Private open space

The representors express concern regarding whether there is sufficient green space, garden, lawns and children's play space provided for the proposed development.

Planner's Comment:

The proposal complies with the relevant acceptable solution (A2) for the *11.4.3 Site coverage and private open space* standard, as detailed in Appendix A of this report.

7. Sunlight and overshadowing

The representors state that:

- The garage wall of proposed Unit 1 will block sunlight from the lounge room window and part of the back yard of 2/10 Dewbay Court.
- 12 Dewbay Court will be overshadowed during the morning by proposed Units 1 and 2, particularly during winter.

Planner's Comment:

Standard 11.4.4 *Sunlight and overshadowing* pertains to the orientation of dwelling windows, and respective location of multiple dwellings within a site. The potential impact of overshadowing of adjoining lots is governed through the standard for 11.4.2 *Setbacks and building envelope (A3)*. The proposal complies with Acceptable Solution A3 for that standard, as detailed in the Part D: Zones section of this report.

8. Privacy

The representors state that:

- The proposed garage window of Unit 1 will overlook the back yard of 2/10 Dewbay Court.
- Proposed Unit 8 has substantial areas of glass on the second storey facing the adjoining dwelling at 4 Bilton Walk.
- The existing dwelling at 12 Dewbay Court will overlook the living areas of proposed Units 1 and 2 from a separation distance of 8.5m.

Planner's Comment:

The proposal complies with the acceptable solutions for standard 11.4.6 *Privacy for all dwellings*, as detailed at Appendix A of this report.

9. Fences

The representors state that:

- The fence neighbouring 14 Dewbay Court is in need of repair, with gaps which would impinge on privacy.
- A higher boundary fence is needed to provide for privacy between the proposed development and adjoining properties.

Planner's Comment:

The Scheme does not impose any minimum height for fencing.

Repairs to boundary fencing are governed under the *Boundary Fences Act 1908* and are not a matter that can be considered as part of this planning application.

10. Waste Management

The representors state that:

- Concern regarding the area required for 18 garbage bins.
- Concern that 12 garbage bins are required in addition to the six provided for.
- Consideration that the waste collection truck may manoeuvre within the site.

Planner's Comment:

The proposed waste storage area caters for six shared 240L waste and recycling bins, which equates to one shared waste bin and one shared recycling bin for every three dwellings. This accords with Council's *Waste Services Policy*⁵. The proposal complies with Performance Criterion P1 for standard 11.4.8 *Waste storage for multiple dwellings*, as detailed in the Part D: Zones section of this report.

⁵ <https://www.gcc.tas.gov.au/your-council/council-policies>

11. Access and traffic

The representors state that:

- The development will generate increased traffic.
- The validity of the traffic survey is questioned.
- It is not uncommon for many vehicles to be in Bilton Walk at one time, making it difficult to negotiate.
- It will be considerably more difficult to safely access properties in close proximity to the site entrance. This concern is raised in particular with respect to 1/3 Bilton Walk, 1/3A Bilton Walk, 2/3A Bilton Walk and 4 Bilton Walk.
- The existing Bilton Walk cul-de-sac is poorly designed. There is concern about the potential for traffic conflicts, including with vehicles using the area to turn.
- Visibility from the access to 4 Bilton Walk is impeded by an electricity pole.
- There is poor visibility at the Bilton Walk/Bilton Street junction due to vegetation next to the railway line.
- Additional safety measures, such as a speed bump, should be implemented near the access.
- There is no turning circle at the end of the proposed driveway.
- There should be a plan and photo of the access.

Planner's Comment:

A Traffic Impact Assessment (TIA), including photographs and reference to the proposal plans, has been prepared by a suitably qualified expert in support of the application. Additional traffic generated by the proposal is estimated to be 45 vehicle movements per day. Onsite turning is provided for vehicles within the site.

The proposal meets the acceptable solutions for all the applicable standards of the E5.0 Road and Railway Assets Code and the E6.0 Parking and Access Code, as detailed at Appendices C and D of this report. In addition, the TIA has been reviewed by Council's Traffic Engineer, who concludes that that 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, as detailed in the Internal Referrals section of this report.

12. Parking

The representors state that:

- Three visitor car parking spaces is insufficient.
- There should be 18 visitor car parking spaces.
- There should be five visitor car parking spaces.
- Garages and carports should not be counted as visitor parking spaces.
- There is potential for parking issues on Bilton Walk and Dewbay Court due to a lack of on-site visitor parking.

Planner's Comment:

The application proposes a total of 21 onsite car parking spaces, comprising two allocated car parking spaces for each dwelling, and three visitor car parking spaces. As detailed at Appendix D, this meets the acceptable solution for the *E6.6.1 Number of Car Parking Spaces* standard, which requires two car parking spaces for each multiple dwelling with two or more bedrooms ($9 \times 2 = 18$), and one dedicated visitor parking space per three dwellings, for an internal lot or a lot located at the head of a cul-de-sac ($9/3 = 3$). No regular parking overspill is anticipated.

13. Noise

The representors state that:

- The development will generate noise affecting local amenity.

Planner's Comment:

There are no standards governing residential noise emissions in the Inner Residential Zone. This issue is not a planning issue that can be considered as part of this application.

14. Impact on property values

The representors state that:

- The high density of dwellings and inadequate setbacks will impact on the value of nearby properties.
- Noise, increased traffic and lack of on-site parking will affect nearby property values.

Planner's Comment:

There are no standards in the Scheme pertaining to impact on property values. This issue is not a planning issue that can be considered as part of this application.

15. Character of the area

The representors state that:

- The proposed development is out of character with the area.
- The proposal is not in the best interests of the area.
- The assessment should take into account unknown, potentially undesirable occupants of the proposed development.
- There is concern about the ongoing ownership of the land, potential for the proposed dwellings to be leased, and potential for stratum division and Body Corporate arrangements.

Planner's Comment:

There are no Desired Future Character Statements for the Inner Residential Zone. The Scheme does not govern property ownership. Strata division and body corporate requirements are governed under the *Strata Titles Act 1998*. This issue is not a planning issue that can be considered as part of this application.

CONCLUSION

The proposal relies on performance criteria for compliance with the standards for Sunlight and overshadowing, Waste Storage for multiple dwellings, Use Standards for Reserved Land, Setback, Stormwater Drainage and Disposal, Buildings and Works, Coastal Inundation High Hazard Areas, Development Dependent on a Coastal Location and Development Dependent on a Coastal Location. The proposal is assessed as satisfying the performance criteria and complies with the standards. The proposal is assessed as complying with all other applicable use and development standards in the Inner Residential and Environmental Management zones, as well as the applicable standards of the Road and Railway Assets Code, Parking and Access Code, Stormwater Management Code, Biodiversity Code, Waterway and Coastal Protection Code, Inundation Prone Areas Code and Coastal Erosion Hazard Code. The application was publicly advertised for the statutory 14-day period and eight representations were received. It is concluded that the proposal is consistent with the requirements of the Scheme and is satisfactory.

Recommendation:

That a permit be granted for the proposed use and development of Multiple Dwellings (Nine proposed) at 4a Bilton Walk Claremont subject to the following conditions:

Planning

1. Use and development must be substantially in accordance with planning permit application No. PLN-18-254 and Drawing No. P3 submitted on 12/03/2019, except as otherwise required by this permit.
2. Any conditions and/or advice as determined by TasWater, and set out in the attached Submission to Planning Authority Notice, reference No. TWDA 2018/01684-GCC, dated 14/02/2019, form part of this permit.
3. Any externally visible stormwater discharge infrastructure must be designed and constructed to visually blend with the foreshore landscape, using naturalistic finishes. The materials used must have a light reflectance value of no greater than 40 percent.
4. The land in the Environmental Management Zone must not be used for residential use, including as part of a residential garden. All dwelling development must be located outside the Environmental Management Zone.
5. To ensure no use and development is within the Environmental Management Zone, the applicant must contact Council prior to the first phase of construction of dwellings 9 and 8, specifically prior to the excavation for footings, to enable Council to inspect and certify the location of the dwellings.
6. Coastal protection works and structures must be limited in extent to those required specifically to mitigate potential erosion impacts from the new stormwater outlet, and must be contained entirely within the privately-owned land contained in Certificate of Title Volume 147784 Folio 1.3. The works must:
 - (a) Be appropriately designed and sited to account for risk from inundation (taking into account the nature of the development and the use of the stormwater outlet);
 - (b) Be fit for purpose and appropriately managed based on the level of exposure to coastal erosion hazard; and

- (c) Be appropriately designed and sited to account for risk of erosion (taking into account the nature of the development).
- 7. A detailed design for the stormwater outlet and shoreline stabilisation works must be submitted to the satisfaction of Council's Development Engineer and Council's Environment Officer, prior to commencement of any works on the site. The design must:
 - (a) Be designed and certified by an engineer with suitable qualifications and experience in coastal, civil and/or hydraulic engineering; and
 - (b) Detail vegetation management and erosion control measures.

Engineering

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

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

- 9. The loading and unloading of goods, including building materials and equipment, from vehicles must only be carried out on the land.
- 10. All internal hydraulic service works required for the development must be at the Developer's expense and must comply with the requirements of Council's Plumbing Surveyor. Any alterations or works to Council mains must be undertaken by Council at the developer's cost.
- 11. The developer is required to contact Council's Development Engineer on (03) 6216 6800 to organise for Council to provide a quote to perform the DN225 stormwater connection works prior to the issuing of a building approval or the commencement of works on site (whichever occurs first). Prior to commencement of the use as approved, new stormwater connection to the property boundary must be provided by Council at the developer's cost.

12. The design and construction of the parking, access and turning areas must generally comply with the *Australian Standard, Parking facilities, Part 1: Off-Street Car parking, AS 2890.1 – 2004*, to the satisfaction of the Council's Development Engineer. Drawings showing the driveway details must be in accordance with the Australian Standard and submitted with the Building Application for approval by Council's Development Engineer prior to the commencement of works on site. The proposed driveway and parking must comply with the following:-
- (a) Be constructed to a sealed finish and the finished gradient must not exceed the maximum gradient of 20%;
 - (b) A footpath must be provided along the north-western side of the driveway;
 - (c) Twenty-one (21) clearly marked car parking spaces must be provided in accordance with the approved plan received by Council and kept available for these purposes at all times;
 - (d) Of the provided car parking spaces, two spaces must be allocated for the exclusive use of each dwelling;
 - (e) Of the car parking spaces provided, three (3) visitor parking spaces must be provided, clearly line-marked and kept available for these purposes at all times;
 - (f) Vertical alignment must include transition curves (or straight sections) to the *Australian Standard, Parking facilities - Part 1: Off-Street Carparking AS 2890.1 - 2004, Clause 2.5.3 (d)* at all grade changes greater than 12.5%;
 - (g) All runoff from paved and driveway areas must be discharged into Council's stormwater system;
 - (h) Car parking lighting must be provided for the proposed carpark in accordance with *AS 1158.3.1 – Lighting for roads and public spaces* and completed;
 - (i) Incorporate the WSUD and landscaping into the parking areas of the development;
 - (j) Landscaping of parking and circulation areas must be provided and must be no less than 5 percent of the area of the car park;
 - (k) The gradient of any parking areas must not exceed 5%; and
 - (l) Minimum carriageway width is to be no less than 3.0 metres.

All works required by this condition must be installed prior to commencement of the use as approved

13. 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.

Hydraulics

14. The development must incorporate a Water Sensitive Urban Design (WSUD) treatment train, under the 'Future Fully Developed Scenario', to meet the 80%, 45% and 45% reduction of the average annual load of total suspended solid (TSS), total phosphorus (TP), and total nitrogen (TN), respectively. All WSUD elements must be installed as detailed in the Stormwater Infrastructure – Drainage Report, submitted by JSA Consulting Engineers on the 12/02/2019 and the accompanying Stormwater Hydraulic Plan H02 revision A or latest revision. All WSUD elements are required to achieve the designed pollutant removal rates, and must be implemented by the applicant prior to the issue of the certificate of occupancy;
15. Prior to the commencement of works, a WSUD Maintenance Scheme must be submitted for approval, to the satisfaction of Council's Manager Infrastructure, Engineering and Design, defining the maintenance method and frequency for each WSUD elements incorporated in the treatment train. The future body corporate managing the site must comply with the WSUD Maintenance Scheme once it is accepted by the Council, and any changes to this Scheme must first be approved by Council.
16. Upon approval of the WSUD Maintenance Scheme, the applicant must enter into a registered agreement with Council, at the sole expense of the applicant, pursuant to Part 5 of the *Land Use Planning and Approvals Act 1993*, for the area which is subject to this permit.

The Part 5 agreement shall require the owner and all successors in title to covenant and agree with the Council:

- (a) All works outlined in the WSUD maintenance Scheme submitted by the applicant, including the maintenance method and frequency for individual Water Sensitive Urban Design (WSUD) elements, must be implemented and managed by the owner and all successors in title at their sole expense;
- (b) Keep the maintenance records in an accessible form (either printed or electronic) for five years from the date of the work was carried out to prove that the maintenance of each WSUD elements have been conducted in accordance with the WSUD Maintenance Scheme;
- (c) Repair and replace all the WSUD elements at the sole expense of the owner and its successors in title so that it functions (removing pollutants from stormwater runoff) in a safe and efficient manner;
- (d) Permit the Council from time to time and upon giving reasonable notice (but in the case of an emergency, at any time and without notice) to enter and inspect the WSUD elements for compliance with the requirements of this agreement;
- (e) Comply with the terms of any written notice issued by the Council in respect of the requirements of this agreement within the time stated in the notice;
- (f) In the event that Owner fails to comply with its obligations under this Agreement, Council may arrange for its employees, agents or contractors to enter upon the Land and undertake all works necessary to ensure that the obligations of this Agreement are met and all required works are performed in full;

- (g) The reasonable costs of all works undertaken pursuant to the clause above (including GST) will constitute a debt due and owing to the Council immediately upon demand, by the owner of the land upon which such works were undertaken and, if not paid to Council within 14 days of receipt of a demand for payment by Council, are recoverable by Council in a court of competent jurisdiction along with interest calculated
- (h) All debts due and payable to Council will accrue interest at the Interest Rate compounding monthly until the relevant debt and all accrued interest is paid to Council in full.

Environment

- 17. Works must be undertaken generally in accordance with the *Wetlands and Waterways Works Manual* (DPIWE, 2003) and the *Tasmanian Coastal Works Manual* (DPIPWE, Page and Thorp, 2010). The unnecessary use of machinery within watercourses must be avoided.
- 18. Environmental weeds declared under the *Weed Management Act 1999* are present on the site. Primary treatment of all weeds on the site must be undertaken prior to commencement of any works on the site.
- 19. To ensure environmental weeds are not spread from the site:
 - (a) Weed plant material or soil containing their seed must not be removed from the site, unless approval is obtained from State government as required under the *Weed Management Act 1999*;
 - (b) Weed plant material and topsoil containing their seed must not be stored or moved into areas containing weed-free native vegetation;
 - (c) Prior to commencement of works a hygiene facility must be installed at the exit point which requires the cleaning of all tools, equipment, machinery and vehicles prior to leaving the site to prevent spreading weeds off site. The hygiene facility must be constructed in accordance with the *Tasmanian Washdown Guidelines for Weed and Disease Control: Machinery, Vehicles and Equipment (2004)*.
 - (d) Appropriate hygiene measures must be undertaken prior to any machinery entering the site as per the *Tasmanian Washdown Guidelines for Weed and Disease Control (2004)*.
 - (e) Any imported fill materials must be sourced from quarries able to provide documentation as to the weeds present on the source site in order to minimise introduction of new weeds and pathogens to the area.
- 20. A Weed and Rehabilitation Plan must be submitted to Council for approval prior to the issue of a Building approval. This plan must be to the satisfaction of Council's Environment Coordinator and include:
 - (a) A site plan showing the known locations of weed infestations;
 - (b) Proposed measures to control weed infestations; and a landscaping plan to reduce exposed substrate. The landscaping plan must exclusively utilise local native species, where within Environmental Management Zoned land;
 - (c) An action plan with timeframes and methods for implementation of proposed control and rehabilitation measures;

- (d) 5-year monitoring program post construction to manage new populations of declared weeds.

Ongoing management of the site must be in accordance with this Plan unless otherwise approved in writing by Council.

Traffic

- 21. A footpath must be provided along the north-western side of the driveway.

Waste Management

- 22. A shared bin enclosure must be constructed to the satisfaction of Council's Waste Services Coordinator prior to occupancy of any of the dwellings. The design for the shared bin enclosure must comply with the following:
 - (a) The enclosure must be built on a flat surface with a concrete base/pad and surround of a brick or painted block enclosure or other suitable material to Council's satisfaction;
 - (b) The enclosure must have concrete at the entrance to the bin enclosure;
 - (c) The enclosure must suit 6 X 240L wheelie bins of size 1100 height x 600mm wide x 800mm deep and must allow for 300mm space in between each bin;
 - (d) The front of the enclosure must face the internal access driveway, and be left open throughout the length of the bin enclosure to enable the bins to be removed and returned in a safe and efficient manner; and
 - (e) There must be no lip on the concrete slab of the bin enclosure.

Advice to Applicant

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

Other Permits

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

Approved use

The approved use for multiple dwellings relates only to the land in the Inner Residential Zone. Any use of the land in the Environmental Management Zone, other than for Natural and cultural values management or Passive recreation, may require a separate Planning permit.

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.

Waste management

Nine multiple dwellings are eligible for a maximum of three 240L waste bins and three 240L recycling bins collected weekly, to be shared by all the nine dwellings. The wheelie bins will be collected from the bin enclosure. The recommended minimum height of the shared bin enclosure is 1200mm and minimum recommended depth is 930mm.

The bin enclosure should be built within the property boundary preferably at the entrance of the property allowing a 4.5 metre distance from the entrance to prevent impacting on sight distances for vehicles leaving the site. It is recommended that the bin enclosure is not built closer than a minimum of 5.5 metres to any residence to avoid odour and nuisance issues arising.

Council's Waste Management Contractor will need to enter the property to collect and empty bins. A Deed of Indemnity must be signed by the developer and Council prior to waste services vehicles entering the property.

Aboriginal Heritage

Aboriginal Heritage Tasmania has advised that there are no Aboriginal heritage sites recorded within the property. However, on the point to the north side of the property there is an Aboriginal shell midden. Works should be guided by an Unanticipated Discovery Plan, which is available from Aboriginal Heritage Tasmania and should be kept on hand during ground disturbing works, to aid in meeting your requirements under the *Aboriginal Heritage Act 1975*. Under that Act, it is an offense to destroy, damage, deface, conceal or otherwise interfere with relics without a permit granted by the Minister, and there is an obligation to report findings of relics as soon as practicable. You are advised that if any shell material is uncovered during the works, you should contact Aboriginal Heritage Tasmania.

For further information please contact Aboriginal Heritage Tasmania on 1300 487 045 or at aboriginal@heritage.tas.gov.au.

Subject site

The site consists solely of the privately-owned land contained in Certificate of Title Volume 147784 Folio 1, and does not include any Crown Land. No buildings or works outside the site boundary are approved.

Shoreline Stabilisation Works

Approved shoreline stabilisation works are limited to those required directly in association with the new stormwater discharge point, and are subject to Council approval of a detailed design in accordance with Condition 6 of this permit. No other coastal protection works or structures are approved. Any potential works within the Environmental Management Zone other than those specifically approved in this permit may be subject to a separate Planning permit application..

Geotechnical Report

The Certificate of Title is subject to a covenant stipulating that no development will take place on the land except in accordance with the recommendations contained in the Geotechnical Report PN62557 prepared by Sloane Geoscience Pty Ltd dated 20 February 2004.

You are advised to obtain a copy of the report and ensure that all development is undertaken in accordance with the recommendations therein.

APPENDIX A**11.0 Inner Residential Zone**

Standard	Acceptable Solution	Proposed	Complies?
11.4 Development Standards for Buildings and Works			
11.4.1 Residential density for multiple dwellings	A1 Multiple dwellings must have a site area per dwelling of not less than 200m ² and not more than 400m ² .	A site area of 376m ² per dwelling is proposed.	Yes
11.4.2 Setbacks and building envelope	A1 Unless within a building area, a dwelling, excluding protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m into the frontage setback, must have a setback from a frontage that is: (a) at least 3m, or, if the setback from the frontage is less than 3m, not less than the setback from the frontage of any existing dwelling on the site; (b) if for a vacant site with existing dwellings on adjoining sites on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street.	A minimum frontage setback of approximately 36.5m is proposed.	Yes
	A2 A garage or carport must have a setback from a frontage of at least:	A minimum frontage setback of approximately 36.5m is proposed.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(a) 4m, or alternatively 1m behind the façade of the dwelling; or (b) the same as the dwelling façade, if a portion of the dwelling gross floor area is located above the garage or carport; or (c) 1m, if the natural ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.		
	A3 A dwelling, excluding outbuildings with a building height of not more than 2.4 m and protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m horizontally beyond the building envelope, must: (a) be contained within a building envelope (refer to diagrams 11.4.2A, 11.4.2B, 11.4.2C and 11.4.2D) determined by: (i) a distance equal to the permitted frontage setback or, for an internal lot, a distance of 3m from the rear boundary of a lot with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3 m above natural ground level at the side boundaries and a distance of 3m from the rear boundary; to a building height of not more than 9.5 m above natural ground level; and (b) only have a setback within 1.5 m of a side boundary if the dwelling: (i) does not extend beyond an existing building built on or within 0.2 m of the boundary of the adjoining lot; or (ii) does not exceed a total length of 9 m or one-third the length of the side boundary (whichever is the lesser).	Although the lot is an internal lot, there is no adjoining rear boundary of a lot with an adjoining frontage. The proposed dwellings are wholly contained within the building envelope. Unit 1 has a proposed minimum side boundary setback of 0.9m for a length of 6.58m. No other setback within 1.5m of a side boundary is proposed.	Yes

Standard	Acceptable Solution	Proposed	Complies?
11.4.3 Site coverage and private open space	A1 Dwellings must have: (a) a site coverage of not more than 50% (excluding eaves up to 0.6 m); and (b) for multiple dwellings, a total area of private open space of not less than 50m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); and (c) a site area of which at least 25% of the site area is free from impervious surfaces.	A site coverage of 43% of the Inner Residential zoned land is proposed. Each of the proposed dwellings has more than 50m ² of private open space. The minimum proposed area of private open space is 75m ² . 30% of the Inner Residential zoned land is proposed to remain free of impervious surfaces.	Yes
	A2 A dwelling must have an area of private open space that: (a) is in one location and is at least: (i) 24 m²; or (ii) 12 m², if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and (b) has a minimum horizontal dimension of: (i) 3 m; or (ii) 2 m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and (c) is directly accessible from, and adjacent to, a habitable room (other than a bedroom); and	All proposed dwellings have a compliant area of private open space.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(d) is not located to the south, south-east or south-west of the dwelling, unless the area receives at least 3 hours of sunlight to 50% of the area between 9.00am and 3.00pm on the 21st June; and (e) located between the dwelling and the frontage, only if the frontage is orientated between 30 degrees west of north and 30 degrees east of north, excluding any dwelling located behind another on the same site; and (f) has a gradient not steeper than 1 in 10; and (g) is not used for vehicle access or parking.		
11.4.4 Sunlight and overshadowing	A1 A dwelling must have at least one habitable room (other than a bedroom) in which there is a window that faces between 30 degrees west and 30 degrees east of north (see Diagram 11.4.4A).	None of the proposed dwellings has glazing oriented between 30 degrees west and 30 degrees east of north.	No
	A2 A multiple dwelling that is to the north of a window of a habitable room (other than a bedroom) of another dwelling on the same site, which window faces between 30 degrees west of north and 30 degrees east of north (see Diagram 11.4.4A), must be in accordance with (a) or (b), unless excluded by (c): (a) The multiple dwelling is contained within a line projecting (see Diagram 11.4.4B): (i) at a distance of 3 m from the window; and (ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal.	Not applicable. None of the proposed dwellings has a window facing between 30 degrees east and 30 degrees west of north.	NA

Standard	Acceptable Solution	Proposed	Complies?
	(b) The multiple dwelling does not cause the habitable room to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June. (c) That part, of a multiple dwelling, consisting of: (i) an outbuilding with a building height no more than 2.4 m; or (ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m horizontally from the multiple dwelling.		
	A3 A multiple dwelling, that is to the north of the private open space, of another dwelling on the same site, required in accordance with A2 or P2 of subclause 11.4.3, must be in accordance with (a) or (b), unless excluded by (c): (a) The multiple dwelling is contained within a line projecting (see Diagram 11.4.4C): (i) at a distance of 3 m from the northern edge of the private open space; and (ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal. (b) The multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June. (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	Proposed Units 8, 7 and 6 are to the north of the private open space of Units 7, 6, and 5, respectively. However, the dwellings are located within a line projecting in accordance with A3(a), and the proposal complies.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	horizontally from the multiple dwelling.		
11.4.5 Width of openings for garages and carports	A1 A garage or carport within 12 m of a primary frontage (whether the garage or carport is free-standing or part of the dwelling) must have a total width of openings facing the primary frontage of not more than 6 m or half the width of the frontage (whichever is the lesser).	Not applicable.	NA
11.4.6 Privacy for all dwellings	A1 A balcony, deck, roof terrace, parking space, or carport (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1 m above natural ground level must have a permanently fixed screen to a height of at least 1.7m above the finished surface or floor level, with a uniform transparency of no more than 25%, along the sides facing a: (a) side or rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 3 m from the boundary; and (b) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is at least 6 m: (i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or (ii) from a balcony, deck, roof terrace or the private open space, of the other dwelling on the same site.	No external space with a floor level more than 1m above natural ground level is proposed within 3m of a side boundary, or within 6m of another dwelling on the same site.	Yes
	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):	Proposed Units 8 and 9 have windows or glazed doors to a habitable room with a floor level more than 1m above the natural ground level.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(a) the window or glazed door: (i) is to have a setback of at least 3 m from a side or rear boundary; and (ii) if the dwelling is a multiple dwelling, is to be at least 6 m from a window or glazed door, to a habitable room, of another dwelling on the same site; and (iii) if the dwelling is a multiple dwelling, is to be at least 6 m from the private open space of another dwelling on the same site. (b) the window or glazed door: (i) is to be offset, in the horizontal plane, at least 1.5m from the edge of a window or glazed door, to a habitable room of another dwelling; or (ii) is to have a sill height of at least 1.7 m above the floor level or has fixed obscure glazing extending to a height of at least 1.7 m above the floor level; or (iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of at least 1.7 m above floor level, with a uniform transparency of not more than 25%.	(a) (i) The proposed Units 8 and 9 have boundary setbacks of at least 3m. (ii) Proposed Unit 8 has upper floor windows (labelled as W8.11 and W8.12) within 6m of the windows of proposed Unit 7. However, the relevant windows of Unit 8 are to the ensuite and walk in robe, which are not habitable rooms, and the standard is not applicable to those windows. (iii) Windows W8.11 and W8.12 of proposed Unit 8 are within 6m of the private open space of proposed Unit 7. However, the windows are not to habitable rooms, and the standard is not applicable to those windows. In addition, obscure glazing (though not fixed) is proposed for W8.11 and W8.12. Although not required in order to meet the acceptable solution, the proposed obscure glazing is considered to assist with achieving privacy for proposed Units 7 and 8. All the remaining proposed dwellings do not have any floor levels more than 1m above natural ground level.	
	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	All proposed windows to habitable rooms have a minimum separation of 2.5m from the shared driveway and parking spaces, except W9.2 and W9.3. These windows have sill heights greater than 1.7m above the level of the shared driveway and parking space.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(b) 1 m if: (i) it is separated by a screen of at least 1.7 m in height; or (ii) the window, or glazed door, to a habitable room has a sill height of at least 1.7 m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of at least 1.7 m above the floor level.		
11.4.7 Frontage Fences	A1 A fence (including a free-standing wall) within 3 m of a frontage must have a height above natural ground level of not more than: (a) 1.2 m if the fence is solid; or (b) 1.5 m, if any part of the fence that is within 3m of a primary frontage has openings above a height of 1.2m which provide a uniform transparency of not less than 30% (excluding any posts or uprights).	Not applicable. No fencing is proposed.	NA
11.4.8 Waste Storage for multiple dwellings	A1 A multiple dwelling must have a storage area, for waste and recycling bins, that is an area of at least 1.5 m ² per dwelling and is within one of the following locations: (a) in an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or (b) in a communal storage area with an impervious surface that: (i) has a setback of at least 3 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 1.2m above the finished surface level of the storage area.	A 4.5m ² communal bin storage area is proposed. The acceptable solution requires an area of 13.5m ² .	No

APPENDIX B**29.0 Environmental Management**

Standard	Acceptable Solution	Proposed	Complies?
29.3 Use Standards			
29.3.1 Use Standards for Reserved Land	A1 Use is undertaken in accordance with a reserve management plan.	Stormwater discharge into Bilton Bay is proposed. Bilton Bay is reserved land, and there is no reserve management plan for the land.	No
29.4 Development Standards for Buildings and Works			
29.4.1 Building Height	A1 Building height comply with any of the following: (a) as proscribed in an applicable reserve management plan; (b) be no more than 7.5 m.	The proposed service infrastructure is to be located underground.	Yes
29.4.2 Setback	A1 Building setback from frontage must comply with any of the following: (a) as proscribed in an applicable reserve management plan; (b) be no less than 30 m.	Not applicable. The Environmental Management zoned portion of the site does not have any frontage.	NA

Standard	Acceptable Solution	Proposed	Complies?
	A2 Building setback from side and rear boundaries must comply with any of the following: (a) as proscribed in an applicable reserve management plan; (b) be no less than 30 m.	The proposed service infrastructure is located within 30m of the side and rear boundaries.	No
	A3 Buildings and works must be setback from land zoned Environmental Living no less than 30 m.	Not applicable. There is no Environmental Living zoned land within 30m of the site.	NA
	A4 Building setback for buildings for sensitive use (including residential use) must comply with all of the following. (a) be sufficient to provide a separation distance from land zoned Rural Resource no less than 100 m; (b) be sufficient to provide a separation distance from land zoned Significant Agriculture no less than 200 m.	Not applicable. No sensitive use is proposed within the Environmental Management zone.	NA
	A5 This clause does not apply in this planning scheme.	Not applicable.	NA
29.4.3 Design	A1 The location of buildings and works must comply with any of the following: (a) be located on a site that does not require the clearing of native vegetation and is not on a skyline or ridgeline; (b) be located within a building area, if provided on the title; (c) be an addition or alteration to an existing building;	No clearing of native vegetation within the Environmental Management Zone is proposed, and the proposed works are not on a skyline or ridgeline.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(d) as prescribed in an applicable reserve management plan.		
	A2 Exterior building surfaces must be coloured using colours with a light reflectance value not greater than 40 percent.	A condition is recommended to require externally visible parts of the proposed service infrastructure to be coloured accordingly.	Yes
	A3 Fill and excavation must comply with all of the following: (a) height of fill and depth of excavation is no more than 1 m from natural ground level, except where required for building foundations; (b) extent is limited to the area required for the construction of buildings and vehicular access.	No fill or excavation is proposed, other than as required to install the service infrastructure.	Yes

APPENDIX C**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.	Not applicable. The site does not adjoin a Category 1 or Category 2 road.	NA
	A2 The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of more than 60km/h , must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.	Not applicable. The site is not in an area subject to a speed limit of more than 60km/h.	NA
	A3 The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.	Council's Traffic Engineer has reviewed the proposal and does not object on this basis.	Yes
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.	Not applicable.	NA

Standard	Acceptable Solution	Proposed	Complies?
5.6 Development Standards			
E5.6.1 Development adjacent to roads and railways	A1.1 Except as provided in A1.2, the following development must be located at least 50m from the rail network, or a category 1 road or category 2 road, in an area subject to a speed limit of more than 60km/h: (a) new buildings; (b) other road or earth works; and (c) building envelopes on new lots.	The site is located in excess of 50m from the rail network and from any Category 1 or 2 road.	Yes
	A1.2 Buildings, may be: (a) located within a row of existing buildings and setback no closer than the immediately adjacent building; or (b) an extension which extends no closer than: (i) the existing building; or (ii) an immediately adjacent building.	Not applicable.	NA
E5.6.2 Road accesses and junctions	A1 No new access or junction to roads in an area subject to a speed limit of more than 60km/h	Not applicable. No new access or junction is proposed.	NA
	A2 No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.	One, existing access providing both entry and exit is proposed.	Yes

Standard	Acceptable Solution	Proposed	Complies?
E5.6.3 New Level Crossings	A1 No Acceptable Solutions.	Not applicable.	NA
E5.6.4 Sight distance at accesses, junctions and level crossings	A1 Sight distances at: (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and (b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.	Council's Traffic Engineer has reviewed the proposal and does not object on this basis.	Yes

APPENDIX D**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.	Eighteen car parking spaces for the proposed dwellings and three visitor car parking spaces (being one per three dwellings, as the lot is an internal lot and is located at the head of a cul-de-sac), are required. Twenty-one spaces are proposed.	Yes
E6.6.2 Number of Accessible Car Parking Spaces for People with a Disability	A1 Car parking spaces provided for people with a disability must: (a) satisfy the relevant provisions of the Building Code of Australia; (b) be incorporated into the overall car park design; (c) be located as close as practicable to the building entrance.	Not applicable.	NA
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).	One motorcycle parking space is required, and one space is proposed.	Yes

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.	Not applicable.	NA
E 6.7 Development Standards			
E6.7.1 Number of Vehicle Accesses	A1 The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.	One, existing vehicle access is proposed.	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.	Council's Traffic Engineer has reviewed the proposal and does not object on this basis.	Yes

Standard	Acceptable Solution	Proposed	Complies?
E6.7.3 Vehicular Passing Areas Along an Access	A1 Vehicular passing areas must: (a) be provided if any of the following applies to an access: (i) it serves more than 5 car parking spaces; (ii) is more than 30 m long; (iii) it meets a road serving more than 6000 vehicles per day; (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; (c) have the first passing area constructed at the kerb; (d) be at intervals of no more than 30 m along the access.	Council's Traffic Engineer has reviewed the proposal and does not object on this basis.	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.	On-site turning is proposed. Council's Traffic Engineer has reviewed the proposal and does not object on this basis.	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.	Council's Traffic Engineer and Development Engineer have reviewed the proposal and do not object on this basis.	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;	Council's Development Engineer has reviewed the proposal and does not object on this basis.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(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.	Lighting is proposed. Council's Traffic Engineer and Development Engineer have reviewed the proposal and do not object on this basis.	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.	The proposal plans indicate a parking and circulation area of 1,010.18m ² , requiring a minimum landscaped area of 50.5m ² . A landscaped area of 227.6m ² (total proposed landscaped area minus total allocated private open space as shown on plans) is proposed for the parking and circulation areas.	Yes
E6.7.9 Design of Motorcycle Parking Areas	A1 The design of motorcycle parking areas must comply with all of the following: (a) be located, designed and constructed to comply with section 2.4.7 "Provision for Motorcycles" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) be located within 30 m of the main entrance to the building.	Council's Traffic Engineer has reviewed the proposal and does not object on this basis.	Yes

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.	NA
	A2 The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 "Design of Parking Facilities" and clauses 3.1 "Security" and 3.3 "Ease of Use" of the same Standard.	Not applicable.	NA
E6.7.11 Bicycle End of Trip Facilities	A1 For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycle spaces thereafter.	Not applicable.	NA
E6.7.12 Siting of Car Parking	A1 Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must be located behind the building line of buildings located or proposed on a site except if a parking area is already provided in front of the building line of a shopping centre.	Not applicable.	NA
E6.7.1.13 Facilities for Commercial Vehicles	A1 Commercial vehicles facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2:	Not applicable. No commercial vehicle facilities are proposed.	NA

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.	Council's Development Engineer has reviewed the proposal and does not object on this basis.	Yes

APPENDIX E**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.	Stormwater disposal via a pipe outfall directly into the Derwent River (Bilton Bay) is proposed. As detailed in the Definitions section of this report, a waterway forms part of 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.	Water sensitive urban design measures are proposed. Council's Hydraulics Engineer has reviewed the proposal and does not object on this basis.	Yes
	A3 A minor stormwater drainage system must be designed to comply with all of the following: (a) be able to accommodate a storm with an ARI of 20 years in the case of non-industrial zoned land and an ARI of 50 years in the case of industrial zoned land, when the land serviced by the system is fully developed; (b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.	Council's Hydraulics Engineer has reviewed the proposal and does not object on this basis.	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.	Council's Hydraulics Engineer has reviewed the proposal and does not object on this basis.	Yes

APPENDIX G**E11 Waterway and Coastal Protection Code**

Standard	Acceptable Solution	Proposed	Complies?
E11.7 Development Standards			
E11.7.1 Buildings and Works	A1 Building and works within a Waterway and Coastal Protection Area must be within a building area on a plan of subdivision approved under this planning scheme.	Units 8 and 9 are proposed to be partly located within a Waterway and Coastal Protection Area.	No
	A2 Building and works within a Future Coastal Refugia Area must be within a building area on a plan of subdivision approved under this planning scheme.	Not applicable.	NA
	A3 Buildings and works within a Potable Water Supply Area must be within a building area on a plan of subdivision approved under this planning scheme.	Not applicable.	NA
	A4 Development must involve no new stormwater point discharge into a watercourse, wetland or lake.	A new stormwater discharge point into the Derwent River is proposed.	No
E11.7.2 Building and Works Dependent on a Coastal Location	A1 An extension to an existing boat ramp, car park, jetty, marina, marine farming shore facility or slipway must be no more than 20% of the size of the facility existing at the effective date.	Not applicable.	NA

Standard	Acceptable Solution	Proposed	Complies?
	A2 No Acceptable Solution for dredging and reclamation.	Not applicable.	NA
	A3 No Acceptable Solution for coastal protection works initiated by the private sector.	Not applicable.	NA

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

Standard	Acceptable Solution	Proposed	Complies?
E15.6 Use Standards			
E15.6 Use Standards	A1 Change of use of a non-habitable building to a habitable building or a use involving habitable rooms must comply with all of the following: (a) floor level of habitable rooms is no less than the AHD level for the Coastal Inundation Low Hazard Area in Table E15.1; (b) floor level of habitable rooms is no less than the AHD level for the 1% AEP plus 300mm if in an area subject to riverine flooding.	Not applicable. No habitable buildings or rooms are proposed within the inundation prone area of the site.	NA
E15.7 Development Standards for Buildings and Works			
E15.7.1 Coastal Inundation High Hazard Areas	A1 For a habitable building, including extensions to existing habitable buildings, there is no Acceptable Solution.	Not applicable. No habitable building is proposed within the Inundation Prone Area.	NA
	A2 For a non-habitable building, an outbuilding or a Class 10b building under the Building Code of Australia, there is no Acceptable Solution.	The proposed stormwater discharge infrastructure is located partly within low, medium and high Coastal Inundation Hazard Areas. There is no acceptable solution for the standard.	No

Standard	Acceptable Solution	Proposed	Complies?
E15.7.2 Coastal Inundation Medium Hazard Areas	A1 For a new habitable building there is no acceptable solution.	Not applicable. No habitable building is proposed within the Inundation Prone Area.	NA
	A2 Except for new rooms associated with habitable buildings other than dwellings, for which there is no acceptable solution, an extension to an existing habitable building must comply with one of the following: (a) new habitable rooms must comply with both of the following: (i) floor level no lower than the Minimum Level for the Coastal Inundation Low Hazard Area in Table E15.1, (ii) floor area of the extension no more than 40 m ² from the date of commencement of this planning scheme; (b) new habitable rooms must be above ground floor.	Not applicable. No habitable building is proposed within the Inundation Prone Area.	NA
	A3 A non-habitable building, an outbuilding or a Class 10b building under the Building Code of Australia, must have a floor area no more than 40 m ² .	Not applicable. There is no floor area for the proposed service infrastructure.	NA
E15.7.3 Coastal Inundation Low Hazard Areas	A1 A new habitable building must comply with the following: (a) floor level no lower than the Minimum Level for the Coastal Inundation Low Hazard Area in Table E15.1.	Not applicable. No habitable building is proposed within the Inundation Prone Area.	NA
	A2 An extension to a habitable building must comply with either of the following: (a) floor level of habitable rooms is no lower than the Minimum Level for the Coastal Inundation Low Hazard	Not applicable. No habitable building is proposed within the Inundation Prone Area.	NA

Standard	Acceptable Solution	Proposed	Complies?
	Area in Table E15.1; (b) floor area is no more than 60 m ² .		
	A3 A non-habitable building, an outbuilding or a Class 10b building under the Building Code of Australia, must have a floor area no more than 60 m ² .	Not applicable. There is no floor area for the proposed service infrastructure.	NA
E15.7.6 Development Dependent on a Coastal Location	A1 An extension to an existing boat ramp, car park, jetty, marina, marine farming shore facility or slipway must be no more than 20% of the size of the facility existing at the effective date.	Not applicable. No extension to an existing building or works is proposed.	NA
	A2 No acceptable solution for dredging or reclamation.	Not applicable. No dredging or reclamation is proposed.	NA
	A3 No Acceptable Solution for coastal protection works initiated by the private sector.	Coastal protection works are proposed in the form of shoreline stabilisation works.	No

APPENDIX I**E16.0 Coastal Erosion Hazard Code**

Standard	Acceptable Solution	Proposed	Complies?
E16.6 Use Standards			
E16.6 Use Standards	A1 No Acceptable Solution.	Not applicable. The standard relates to use involving habitable buildings and/or habitable rooms, and does not apply to the proposed development located within the Coastal Erosion Hazard Area.	NA
E16.7 Development Standards			
E16.7.1 Buildings and works	A1 No Acceptable Solution	There is no acceptable solution.	No
E16.7.2 Development Dependent on a Coastal Location	A1 An extension to an existing boat ramp, car park, jetty, marina, marine farming shore facility or slipway must be no more than 20% of the size of the facility existing at the effective date.	Not applicable. No extension to any existing coastal facility is proposed.	NA
	A2 No Acceptable Solution.	Not applicable. The standard relates to dredging or reclamation, neither of which is proposed.	NA
	A3 No Acceptable Solution for coastal protection works initiated by the private sector.	Coastal protection works are proposed in the form of shoreline stabilisation works.	No

Attachments/Annexures

- 1** Attachment - 4A Bilton Walk Claremont

CLOSED TO MEMBERS OF THE PUBLIC

6. 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 Section 15(4).