

GLENORCHY PLANNING AUTHORITY MEETING

AGENDA

MONDAY, 16 DECEMBER 2019



GLENORCHY CITY COUNCIL

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

Chairperson: Alderman 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 11 November 2019 be confirmed.

**5. PROPOSED USE AND DEVELOPMENT - ADDITIONS TO
MULTIPLE DWELLING - 1/128 AMY STREET, WEST MOONAH**

Author: Planning Officer (Bhavna Gungabison)

Qualified Person: Planning Officer (Bhavna Gungabison)

Property ID: 3027655

REPORT SUMMARY:

Application No.:	PLN-19-243
Applicant:	R Bolonja
Owner:	R Bolonja
Zone:	General Residential Zone
Use Class	Residential
Application Status:	Discretionary
Discretions:	10.4.2 Setback and Building Envelope (The proposal meets all other applicable standards as demonstrated in the attached appendices)
Level 2 Activity?	No
42 Days Expires:	17 Dec 2019
Existing Land Use:	Residential (Multiple Dwellings)
Representations:	2
Recommendation:	Approval, subject to conditions

PROPOSAL

The upper level is to accommodate for a growing family and comprises of two additional bedrooms, a study space, a bathroom, living area and sink as shown in Figure 1 below. The upper level is proposed to have a floor area of 78m² and is to be on existing building footprint except for a 3m² area of staircase facing Dawkins Court.



Figure 1: Proposed floor plan of upper level

The proposed addition is to be setback at a minimum of 3m from the southern side boundary and is to have a maximum height of 6.8m from the lowest point of the roof, closest to the side boundary. Additionally, the roof of the existing dwelling is to be altered from an existing high pitch skillion roof to a gable roof, thus decreasing the maximum height of the existing unit along the southern elevation from 5.75m to 4.4m as shown in Figure 2 below. The setback of the existing unit is approximately 1m from the southern side boundary and the proposed floor addition is to be setback 3m from the southern side boundary.

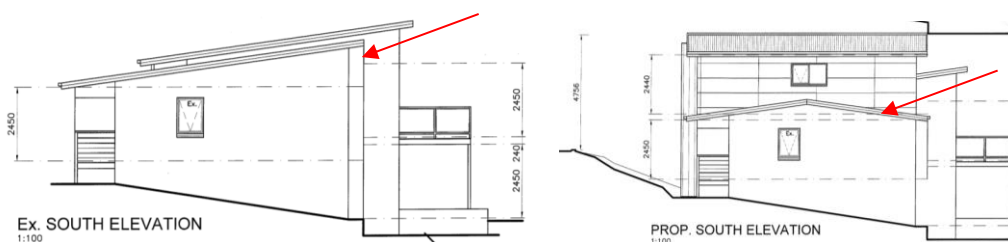


Figure 2: Existing and proposed roof design along southern elevation (arrow)

The existing double car garage and access is to remain unchanged.

The proposal relies on performance criteria for setback and building envelope which is discussed in the body of the report.

SITE and LOCALITY

The subject site is located on the corner of Dawkins Court and Amy Street. The site currently consists of two multiple dwellings on strata title. The site has a natural slope of 1:7 which falls east. The existing dwelling at 1/128 Amy Street is single storey along the western elevation and transitions to double storey along the eastern elevation.

The locality is characterised by a mix of single and multiple dwellings, with double storey designs being predominant along Amy Street and Dawkins Court.

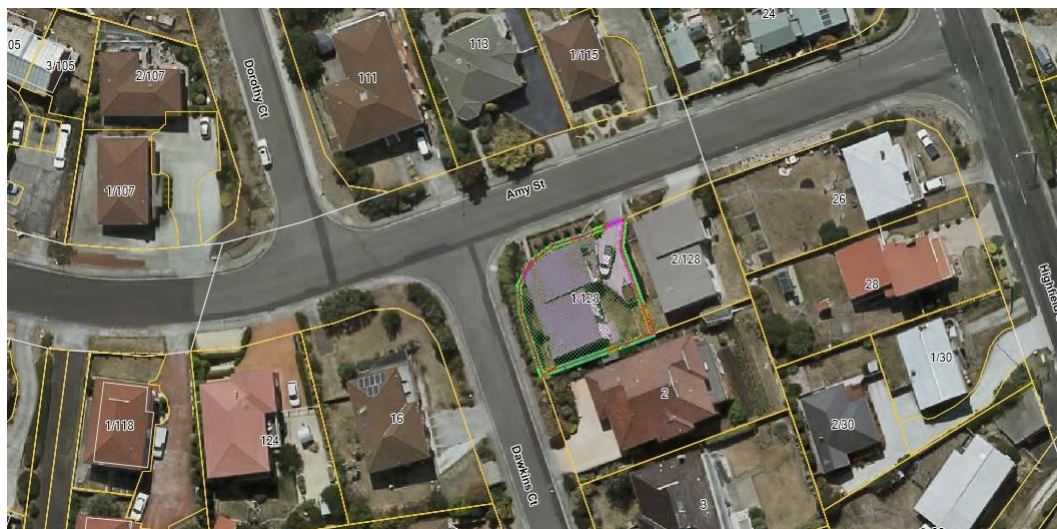


Figure 3: An aerial view of the subject site and surrounding locality.

ZONE

The site is located within the General Residential Zone as shown in Figure 4 below.

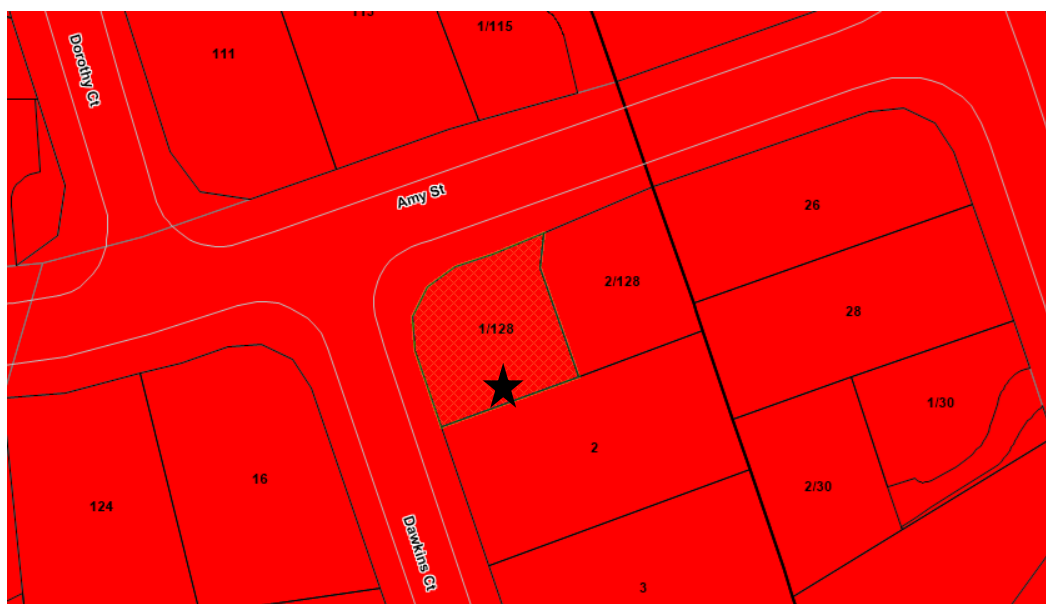


Figure 4: A snapshot of the zoning (Red – General Residential Zone)

BACKGROUND

Previous approval for 128 Amy Street:

PLN-08-0085 – Two dwelling units with variations to the setback from the road alignment and the setback from the rear boundary, approved 2/06/2008

The permit conditions required the dwelling to be closer to the front boundary and the driveway to be moved. This had changed the gradients of the proposed driveway to the extent that extensive changes were required to the design of the building, to enable an acceptable gradient to the garage.

In discussions with Council's Planning Officer and Council's Senior Statutory Planner the applicant was advised that an amendment under Section 56 could only be considered if the maximum height was lower than the maximum height in the original application, if the proposal complied with relevant internal, side and rear setbacks as set out in the Glenorchy Planning Scheme 1992 and if the plans complied with relevant conditions on the permit.

A s56 application was approved on 15/12/2008 for minor design changes to unit 1. The site was then subject to stratum title.

Current application:

The proposal was advertised for a statutory 14-day period during which two representations were received. The applicant provided amended plans to provide a better outcome and resolve some of the concerns raised. The amended drawings decreased the height of the proposed addition and a 3m setback from the southern side boundary compared to a 1m setback in the original advertised plans. The amended drawings were circulated to the representors and provided an opportunity to respond to the changes. There was response received from only one representor. All concerns raised during the advertising period and through circulation of the new plans are discussed in the representation section of the report.

Reason for GPA:

Due to representations during the statutory advertising period, the proposal needs to be determined at the GPA meeting of the 16/12/2019.

ASSESSMENT

STATE POLICIES, OBJECTIVES of LUPAA

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

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

GLENORCHY INTERIM PLANNING SCHEME 2015

Part B: Administration

General Exemptions

Nil

Limited Exemptions

Nil

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

No SAP applies.

No conflict between zone and code provisions.

Use Class Description (Table 8.2):

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

Other relevant definitions (Clause 4.1):

Building envelope means the three-dimensional space within which buildings are to occur.

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

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

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

Habitable room means any room of a dwelling other than a bathroom, laundry, toilet, pantry, walk-in wardrobe, corridor, stair, hallway, lobby, clothes drying room and other space of a specialised nature occupied neither frequently nor for extended periods.

Multiple dwellings mean 2 or more dwellings on a site.

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

Primary frontage means, where there are 2 or more frontages, the frontage with the shortest dimensions measured parallel to the road irrespective of minor deviations and corner truncations.

Site coverage means the proportion of a site (excluding any access strip) covered by roofed buildings.

Storey means that part of a building between floor levels, excluding a mezzanine level. If there is no floor above, it is the part between the floor level and the ceiling.

Part C: Special Provisions

No special provision of the Scheme apply to this proposal.

Part D: Zones

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

Zone Purpose Statements

- 10.1.1.1 To provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided.*
- 10.1.1.2 To provide for compatible non-residential uses that primarily serve the local community.*
- 10.1.1.3 To provide for the efficient utilisation of services.*

Comment:

The proposed addition to the existing dwelling is to provide for residential development which accommodates a range of dwelling types at suburban densities. The proposal is to efficiently utilise existing infrastructure. Therefore, the proposal is considered to be in accordance with the zone purpose statement in Clause 10.1.1 of the Planning Scheme.

Use Table

The Residential use for multiple dwellings is permitted within Use Table 10.2. However, the proposal is discretionary due to reliance on performance criteria for the setbacks and building envelopes standards.

Use Standards

The zone use standards relate to non-residential use, visitor accommodation and local shops, and therefore do not apply to the assessment of the proposal.

Development Standards for Residential Buildings & Works**10.4.2 Setbacks and Building Envelopes for all dwellings (A1/P1)**

The subject site is a corner lot with the primary frontage abutting Dawkins Court. The acceptable solution A1 requires a dwelling to have a setback of at least 4.5m from a primary frontage, or, if the setback from the primary frontage is less than 4.5m, no less than the setback from the primary frontage, of any existing dwelling on the site.

Comment:

The proposed upper floor addition is to be aligned with the existing dwelling at 1/128 Amy Street, facing Dawkins Court except for the staircase portion highlighted in Figure 5 and 6 below.

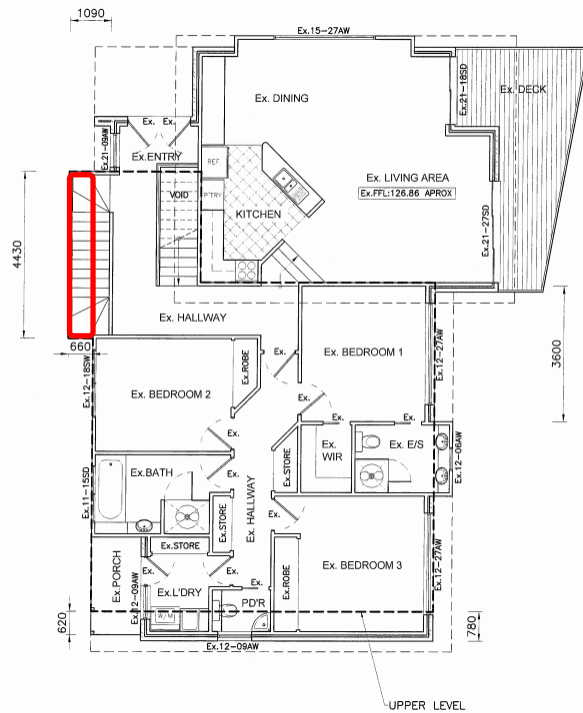


Figure 5: The existing mid level floor plan with proposed staircase leading to the proposed upper storey addition (red highlight indicates portion of the staircase being outside the existing building setback).

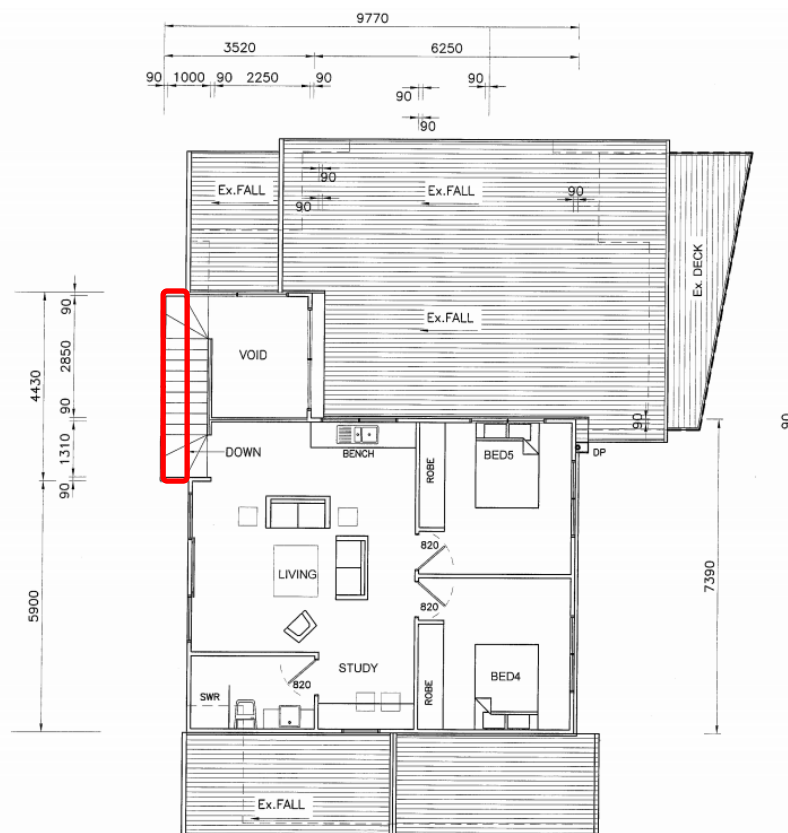


Figure 6: The proposed upper storey addition with part of the staircase (red highlight) being outside the existing building setback from the frontage.

As a result, the proposal relies on performance criteria P1 which requires the following:

A dwelling must:

- (a) *have a setback from a frontage that is compatible with the existing dwellings in the street, taking into account any topographical constraints; and*
- (b) *if abutting a road identified in Table 10.4.2, include additional design elements that assist in attenuating traffic noise or any other detrimental impacts associated with proximity to the road.*

Comment:

The existing dwelling at 1/128 Amy Street has existing setback ranging between 0m to 3m from the primary frontage. The proposed addition is to extend 400mm closer to the frontage boundary than the existing dwelling for an area of approximately 3m². The existing dwelling at 1/128 Amy Street has an area as highlighted in Figure 7 below which has a setback of 1.6m and less from the primary frontage boundary and the proposal is therefore considered as being compatible with the existing dwelling.

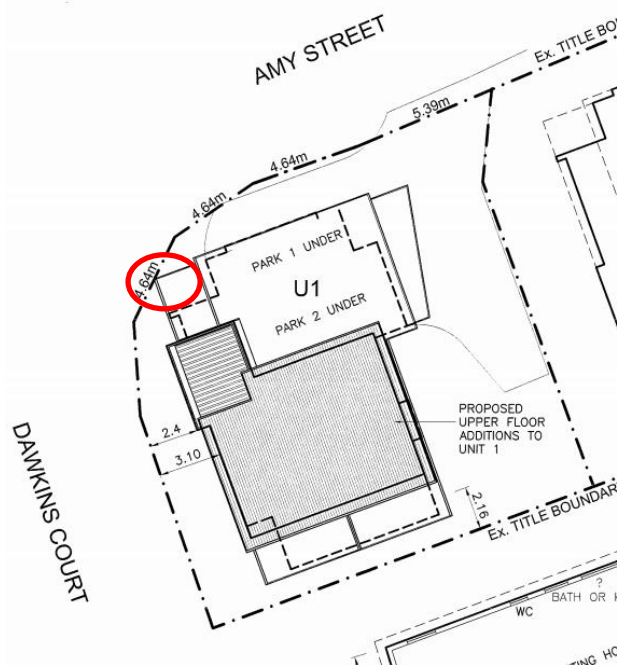


Figure 7: Proposed site plan with portion of existing dwelling (encircled) being setback between 0m to 1.6m from the boundary.

Additionally, the proposed setback is compatible with the existing dwelling at 2/128 Amy Street and outbuilding at 6 Dawkins Court as shown in Figure 8 below.



Figure 8: 2/128 Amy Street and 6 Dawkins Court showing compatible setback with the proposed extension.

As a whole, the proposal is assessed as complying with the performance criteria and meeting the standard.

10.4.2 Setbacks and Building Envelope for all dwellings(A3/P3)

The acceptable solution A3 requires:

A dwelling, excluding outbuildings with a building height of not more than 2.4 m and protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m horizontally beyond the building envelope, must:

(a) be contained within a building envelope (refer to Diagrams 10.4.2A, 10.4.2B, 10.4.2C and 10.4.2D) determined by:

- (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5 m from the rear boundary of a lot with an adjoining frontage; and*
- (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3 m above natural ground level at the side boundaries and a distance of 4 m from the rear boundary to a building height of not more than 8.5 m above natural ground level; and*

(b) only have a setback within 1.5 m of a side boundary if the dwelling:

- (i) does not extend beyond an existing building built on or within 0.2 m of the boundary of the adjoining lot; or*
- (ii) does not exceed a total length of 9 m or one third the length of the side boundary (whichever is the lesser).*

Comment:

The proposed development generally complies with the acceptable solution except for the 3m² staircase along the western elevation (facing Dawkins Court) and part of the proposed gable roof for the existing level along the southern elevation. The proposal therefore relies on satisfying Performance Criteria P3 which requires the following:

The siting and scale of a dwelling must:

(a) not cause unreasonable loss of amenity by:

- (i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot; or*
- (ii) overshadowing the private open space of a dwelling on an adjoining lot; or*
- (iii) overshadowing of an adjoining vacant lot; or*
- (iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and*

(b) provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area.

Comment:

A shadow diagram showing the shadow cast on the 21st June (winter solstice) was provided as supporting documents as shown in figure 9 below.

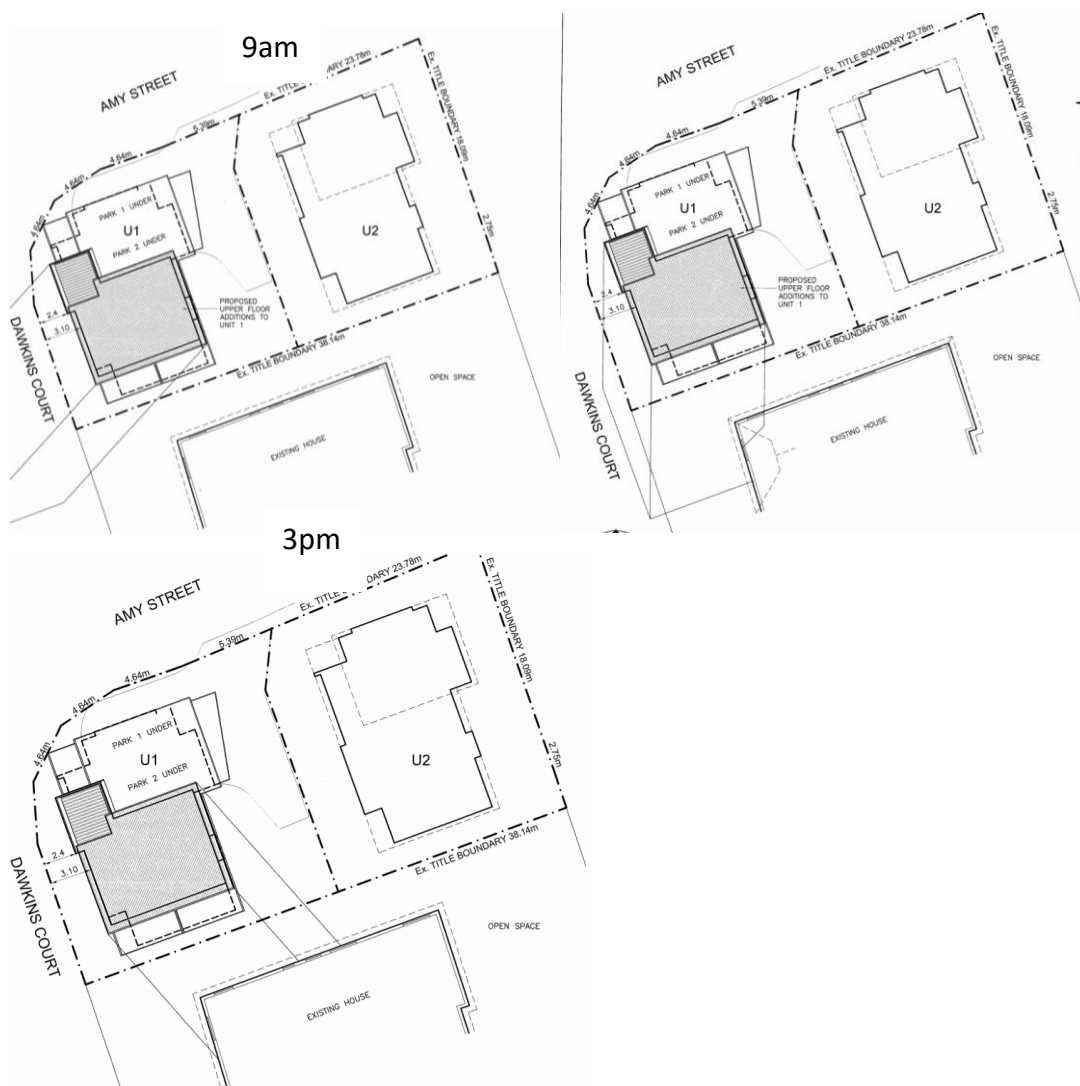


Figure 9: Shadow diagram from 9am till 3pm on winter solstice at 3hrs intervals.

The proposed extension along the western elevation is to cause maximum overshadowing on the adjoining road, therefore not impacting an adjoining residential lot to the west. The adjoining property to the south consists of an existing single dwelling abutting the southern side boundary and is to be mostly impacted between 12pm and 3pm on winter solstice. The adjoining dwelling has its main living and dining area facing east and is to have more than three hours of sunlight on the shortest day of the year (winter solstice). The private open space of the adjoining lot is located at the rear of the property which will not be affected by the proposed development. There would be minimal difference in the amount of sunlight the habitable room (other than bedroom) gets as a result of the proposed floor addition due to the setback being 3m from the side boundary, with a low pitch roof design falling south.

Due to the topography of the site and the design of the existing building, the proposed extension is designed to look as a double storey from the western and southern elevation and partially triple storey along the northern and eastern elevation with a maximum height not exceeding 8.5m at any point. The overall height of the proposed development is compatible with existing dwelling at 3 Dawkins Court, 16 Dawkins Court and 111 Amy Street amongst others. The dwellings to the north and west of the subject site have a natural gradient falling east and therefore the dwellings have a

natural ground level higher than the dwelling on the subject site. Similarly, the built form is considered to be compatible with the area and landscaping is recommended as condition along the western elevation to reduce apparent scale when viewed from Amy street and Dawkins Court.

The proposed setback of the floor addition is assessed as being compatible with existing setbacks in the area notably at 2/128 Amy Street, 26 Highfield Street, the existing setback between 1/128 Amy street and 2 Dawkins Court, 3 Dawkins Court and 6 Dawkins Court, amongst others.

As a whole, the proposal is assessed as complying with the performance criteria and therefore meeting the standard.

Part E: Codes

The following codes of the Scheme apply to this proposal:

E6.0 Parking and Access Code

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

No change to existing parking or access arrangement proposed, and no change affecting parking requirements is proposed. As a result, there is no applicable standard within the Parking and Access code for assessment.

E7.0 Stormwater Management Code

The Stormwater Management Code applies to all development.

The stormwater run-off from the proposed addition is to be connected to the existing stormwater connection of the site to be disposed of by gravity into Council's stormwater infrastructure. Additionally, no new impervious surface is proposed.

The proposal therefore complies with the applicable acceptable solution of the code.

PART F: Specific Area Plans

No SAP applies.

INTERNAL REFERRALS

Development Engineer

The proposal was not referred to Council's Development Engineer as no change is proposed to the existing traffic generated, parking, access or stormwater connection to the site.

Environmental Health Officer

No Environmental Health concerns are triggered due to the proposed dwelling addition.

EXTERNAL REFERRALS

TasWater

Pursuant to the *Water and Sewerage Industry Act 2008 (TAS) Section 56P (1)*, TasWater has assessed the application and has determined that the proposed development does not require a submission from TasWater.

REPRESENTATIONS

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

Setback, Bulk and Scale

The representor states that the proposed development does not provide appropriate setbacks between fence and building. The height of the building is not consistent with other buildings in the area and does not fit with the existing scale and proportion of buildings in the area. The proposed development is a three-storey building and the existing house is already two storey. This would be well above the height of any existing buildings in the area due to the slope of the site and would impede views for the representor and other building owners and exceed existing density.

Planner's Comment:

This issue has been previously addressed under the heading 'Setback and Building Envelope for all dwellings'. The unit is only partially proposed to be triple storey and due to the design, it will predominantly be seen as double storey. The advertised plans were amended to decrease overall height and provide an increased setback from adjoining boundary. The proposed extension is considered as being consistent with the built form and scale of dwellings in the area.

View

The representor states that the addition is likely to cause a view obstruction.

Planner's Comment:

This issue is not a planning issue that can be considered as part of this application, however, the unit to be impacted by the addition is located on the western side of Dawkins Court. The unit at 16 Dawkins Court has living room windows which will remain unobstructed by the proposed addition (figure 10) and is built on a higher land level than the unit at 1/128 Amy street.



Figure 10: Line of sight from living room windows of 16 Dawkins Court.

Sunlight and overshadowing

The representor states that the shadow diagram incorrectly shows the internal layout of adjoining property which currently consists of a bedroom, bathroom, a second bedroom, a living room and dining in order from west to east. These are all major living areas that would be overshadowed by the development. The bedrooms and living room in particular would be overshadowed during most of the day. This adjoining facing wall is the only external window for bedroom two and the living room. This would potentially increase dampness, reduce natural light and reduce amenity of the representor's property. It would also reduce the natural heat and energy efficiency of these major living areas. The representor is also concerned about lack of sunlight to front and side garden.

Planner's Comment:

This issue has been previously addressed under the heading 'Setback and building envelope'. Additionally, the standard for overshadowing is for habitable rooms other than bedrooms. However, bedroom 2 windows are to receive sunlight between 9am to 12pm. The living and kitchen area are to receive more than three hours of sunlight on the shortest day of the year, and this is considered as meeting the requirement of the scheme. The private open space of the adjoining property is to the east of the site (rear of dwelling) which is to be unaffected by the proposed development.

Privacy

The representor states that the proposed extension provides a window with clear line of sight into windows of habitable rooms of adjoining dwelling, causing major privacy impact.

Planner's Comment:

The proposed is to be setback 3m from the southern side boundary and therefore complies with the acceptable solution of the privacy standard of the scheme as discussed in the appendix section of this report. Additionally, the figure 11 below shows that the proposed window is to have a line of sight, above the roofline of the adjoining dwelling.

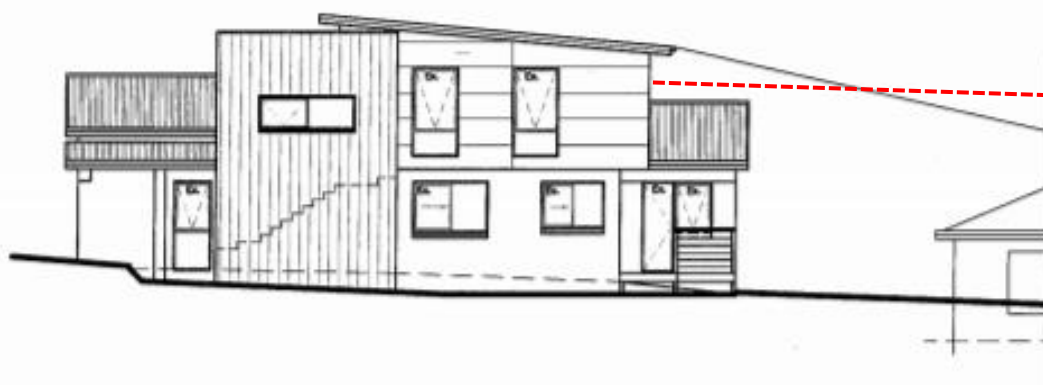


Figure 11: Line of sight (red dotted line) from proposed window.

Compliance with Planning Scheme

The representor states the proposal does not comply with the 'Planning Scheme requirements.'

Planner's Comment:

This issue is being addressed by the assessment of the planning application in accordance with the Glenorchy Interim Planning Scheme 2015 and the *Land Use Planning Approvals Act 1993*. The proposal complies with the acceptable solutions of applicable standards and the performance criteria of Clause 10.4.2 – P1 and P3 for setbacks and building envelope, as outlined in this report.

Density and parking

The representor states that the proposal will increase the density and there would be parking issues.

Planner's Comment:

The proposal does not increase the density of the site as it complies with Clause 10.4.1 of the Planning Scheme. There is existing two car parking on the site and the proposal does not trigger further car parking.

CONCLUSION

The proposal is for a floor level addition to the existing dwelling at 1/128 Amy Street, West Moonah and relies on the performance criteria to comply with the applicable standard of the Scheme in relation to setbacks and building envelope for all dwellings.

The proposal is assessed as satisfying the performance criteria and complies with this applicable standards.

The proposal is assessed as complying with all other use and development standards in the General Residential zone, as well as the relevant standards of the Stormwater Management Code.

The application was publicly advertised for the statutory 14-day period and 2 representation was received raising concerns which have been addressed in the report.

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

Recommendation:

That a permit be granted for the proposed use and development of Additions to multiple dwelling at 1/128 Amy Street West Moonah subject to the following conditions:

Planning

1. Use and development must be substantially in accordance with planning permit application No. PLN-19-243 and Drawing No. P2 submitted on 11/11/2019, except as otherwise required by this permit.
2. A landscaping plan, prepared by a suitably qualified person, must be submitted in association with the building permit application or must be submitted prior to commencement of the use and development (whichever comes first), for approval by Council's Senior Statutory Planner. Particular attention is to be paid to the northern and western façade to ensure the visual bulk of the building is minimised.

The landscaping works must be completed prior to issue of the Certificate of Occupancy and then maintained for the life of the development.

The landscaping plan is to be prepared at a suitable scale, and indicate the following: -

- a. outline of the proposed buildings;
- b. the proposed planting (including expected mature height and plant size), designed to minimise the visual bulk of the building;
- c. existing trees and those to be removed; and
- d. any proposed driveways, paths, car parking, retaining walls and fencing (indicating the materials and surface finish).

Advice to Applicant

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

Planning

This permit warrants the use of Unit 1/128 Amy Street as one dwelling.

Other Permits

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

Attachments/Annexures

- 1** Attachment - 1/128 Amy Street, West Moonah



APPENDIX A

10.0 General Residential Zone

Standard	Acceptable Solution	Proposed	Complies?
10.4 Development Standards for Residential Buildings and Works			
10.4.1 Residential density for multiple dwellings	A1 Multiple dwellings must have a site area per dwelling of not less than: (a) 325m ² ; or (b) if within a density area specified in Table 10.4.1 below and shown on the planning scheme maps, that specified for the density area.	No change proposed.	NA
10.4.2 Setbacks and building envelopes for all dwellings	A1 Unless within a building area, a dwelling, excluding protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m into the frontage setback, must have a setback from a frontage that is: (a) if the frontage is a primary frontage, at least 4.5 m, or, if the setback from the primary frontage is less than 4.5 m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or (b) if the frontage is not a primary frontage, at least 3 m, or, if the setback from the frontage is less than 3 m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site; or	The proposed extension is within 4.5m of the primary frontage and has a small portion setback closer to the frontage than the existing dwelling.	No - see report

	(c) if for a vacant site with existing dwellings on adjoining sites on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or (d) if the development is on land that abuts a road specified in Table 10.4.2, at least that specified for the road.		
	A2 A garage or carport must have a setback from a primary frontage of at least: (a) 5.5 m, or alternatively 1 m behind the façade of the dwelling; or (b) the same as the dwelling façade, if a portion of the dwelling gross floor area is located above the garage or carport; or (c) 1 m, if the natural ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10 m from the frontage.	No garage or carport proposed.	NA
	A3 A dwelling, excluding outbuildings with a building height of not more than 2.4 m and protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m horizontally beyond the building envelope, must: (a) be contained within a building envelope (refer to Diagrams 10.4.2A, 10.4.2B, 10.4.2C and 10.4.2D) determined by: (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5 m from the rear boundary of a lot with an adjoining frontage; and	The proposed addition does not fit within the frontage setback requirements.	No – see report.

	(ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3 m above natural ground level at the side boundaries and a distance of 4 m from the rear boundary to a building height of not more than 8.5 m above natural ground level; and (b) only have a setback within 1.5 m of a side boundary if the dwelling: (i) does not extend beyond an existing building built on or within 0.2 m of the boundary of the adjoining lot; or (ii) does not exceed a total length of 9 m or one-third the length of the side boundary (whichever is the lesser).		
10.4.3 Site coverage and private open space for all dwellings	A1 Dwellings must have: (a) a site coverage of not more than 50% (excluding eaves up to 0.6 m); and (b) for multiple dwellings, a total area of private open space of not less than 60 m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and (c) a site area of which at least 25% of the site area is free from impervious surfaces.	The proposed addition is to be on existing building footprint and therefore causes minimal change to the site coverage of the site. The site coverage is approximately 35%. There is no change to the total private open space area for existing dwellings at 1/128 and 2/128 Amy Street. Approximately 30% of the site is free from impervious surfaces.	Yes
	A2 A dwelling must have an area of private open space that: (a) is in one location and is at least: (i) 24 m²; or	No change proposed to the existing private open space of the site.	NA

	(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) 4 m; or (ii) 2 m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and (c) is directly accessible from, and adjacent to, a habitable room (other than a bedroom); and (d) is not located to the south, south-east or south-west of the dwelling, unless the area receives at least 3 hours of sunlight to 50% of the area between 9.00am and 3.00pm on the 21st June; and (e) is located between the dwelling and the frontage, only if the frontage is orientated between 30 degrees west of north and 30 degrees east of north, excluding any dwelling located behind another on the same site; and (f) has a gradient not steeper than 1 in 10; and (g) is not used for vehicle access or parking.		
10.4.4 Sunlight and overshadowing of all dwellings	A1 A dwelling must have at least one habitable room (other than a bedroom) in which there is a window that faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A).	No change proposed. Unit 1/128 Amy Street has existing open plan living and dining area facing 30 degrees west of north and 30 degrees east of north.	Complies

	A2 A multiple dwelling that is to the north of a window of a habitable room (other than a bedroom) of another dwelling on the same site, which window faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A), must be in accordance with (a) or (b), unless excluded by (c): (a) The multiple dwelling is contained within a line projecting (see Diagram 10.4.4B): (i) at a distance of 3 m from the window; and (ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal. (b) The multiple dwelling does not cause the habitable room to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June. (c) That part, of a multiple dwelling, consisting of: (i) an outbuilding with a building height no more than 2.4 m; or (ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m horizontally from the multiple dwelling.	No change proposed to the location of existing dwellings on the site. The existing dwelling at 1/128 Amy Street is not located to the north of 2/128 Amy Street or vice versa.	NA
	A3 A multiple dwelling, that is to the north of the private open space, of another dwelling on the same site, required in accordance with A2 or P2 of subclause 10.4.3, must be in accordance with (a) or (b), unless excluded by (c):	The existing dwelling at 1/128 Amy Street is not located to the north of the private open space of unit at 2/128 Amy Street.	NA

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

	above the finished surface or floor level, with a uniform transparency of no more than 25%, along the sides facing a: (a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 3 m from the side boundary; and (b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 4 m from the rear boundary; and (c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is at least 6 m: (i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or (ii) from a balcony, deck, roof terrace or the private open space, of the other dwelling on the same site.		
	A2 A window or glazed door, to a habitable room, of a dwelling, that has a floor level more than 1 m above the natural ground level, must be in accordance with (a), unless it is in accordance with (b): (a) The window or glazed door: (i) is to have a setback of at least 3 m from a side boundary; and (ii) is to have a setback of at least 4 m from a rear boundary; and (iii) if the dwelling is a multiple dwelling, is to be at least 6 m from a window or glazed door, to a habitable room, of another dwelling on the same site; and	The proposed study space window, facing the southern boundary, has a floor level more than 1m above natural ground level but is setback 3m from the southern side boundary. The window therefore complies with the acceptable solution A2. The windows facing north (Amy street) and west (Dawkins Court) are not subject to privacy assessment during to facing a public road. The site is a corner lot and therefore does not have a rear boundary. Requirement A2 (a) (ii) therefore does not apply. The bedroom 4 and 5 windows are to have a setback of 6.8m from the strata boundary between 1/128 Amy	Yes

	(iv) if the dwelling is a multiple dwelling, is to be at least 6 m from the private open space of another dwelling on the same site. (b) The window or glazed door: (i) is to be offset, in the horizontal plane, at least 1.5 m from the edge of a window or glazed door, to a habitable room of another dwelling; or (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 (c) 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%.	Street and 2/128 Amy Street. Therefore, the proposed bedroom windows comply with A2 (a) (iii) and (iv).	
	A3 A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of at least: (a) 2.5 m; or (b) 1 m if: (i) it is separated by a screen of at least 1.7 m in height; or (ii) the window, or glazed door, to a habitable room has a sill height of at least 1.7 m above the shared driveway or parking space or has fixed obscure glazing extending to a height of at least 1.7 m above the floor level.	No change proposed to existing driveway or parking spaces within the site.	NA

10.4.7 Frontage Fences for all dwellings	A1 A fence (including a free-standing wall) within 4.5 m of a frontage must have a height above natural ground level of not more than: (a) 1.2 m if the fence is solid; or (b) 1.8 m, if any part of the fence that is within 4.5 m of a primary frontage has openings above a height of 1.2 m which provide a uniform transparency of not less than 30% (excluding any posts or uprights).	No frontage fence proposed.	NA
10.4.8 Waste Storage for multiple dwellings	A1 A multiple dwelling must have a storage area, for waste and recycling bins, that is an area of at least 1.5 m² per dwelling and is within one of the following locations: (a) in an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or (b) in a communal storage area with an impervious surface that: (i) has a setback of at least 4.5 m from a frontage; and (ii) is at least 5.5 m from any dwelling; and (iii) is screened from the frontage and any dwelling by a wall to a height of at least 1.2 m above the finished surface level of the storage area.	No change proposed. The dwelling at 1/128 Amy Street has existing waste storage area which are to be retained.	Yes

APPENDIX B

E6.0 Parking and Access Code

Standard	Acceptable Solution	Proposed	Complies?
E6.6 Use Standards			
E6.6.1 Number of Car Parking Spaces	A1 The number of on-site car parking spaces must be: (a) no less than the number specified in Table E6.1 and no more than 10% greater than that number; except if: (i) the site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (ii) this provision was not used in this planning scheme.	The standard requires two car parking spaces for a 2 or more-bedroom unit. The site has existing two car parking spaces which are to be retained. The proposal is for addition to existing dwelling and is to be occupied as one self-contained unit to accommodate a growing family. There is no additional car parking requirement triggered by the proposal.	Yes
E6.6.2 Number of Accessible Car Parking Spaces for People with a Disability	A1 Car parking spaces provided for people with a disability must: (a) satisfy the relevant provisions of the Building Code of Australia; (b) be incorporated into the overall car park design; (c) be located as close as practicable to the building entrance.	Not applicable	NA

Standard	Acceptable Solution	Proposed	Complies?
E6.6.3 Number of Motorcycle Parking Spaces	A1 The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.	Not applicable	NA
E6.6.4 Number of Bicycle Parking Spaces	A1 The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.	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.	No change to the existing vehicular access proposed.	NA
E6.7.2 Design of Vehicular Accesses	A1 Design of vehicle access points must comply with all of the following: (a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access	Not applicable	NA

Standard	Acceptable Solution	Proposed	Complies?
	must be designed and constructed to comply with section 3 – “Access Facilities to Off-street Parking Areas and Queuing Areas” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) in the case of commercial vehicle access; the location, sight distance, geometry and gradient of an access must be designed and constructed to comply with all access driveway provisions in section 3 “Access Driveways and Circulation Roadways” of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities.		
E6.7.3 Vehicular Passing Areas Along an Access	A1 Vehicular passing areas must: (a) be provided if any of the following applies to an access: (i) it serves more than 5 car parking spaces; (ii) is more than 30 m long; (iii) it meets a road serving more than 6000 vehicles per day; (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; (c) have the first passing area constructed at the kerb; (d) be at intervals of no more than 30 m along the access.	Not applicable	NA
E6.7.4 On-Site Turning	A1 On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following:	Not applicable	NA

Standard	Acceptable Solution	Proposed	Complies?
	(a) it serves no more than two dwelling units; (b) it meets a road carrying less than 6000 vehicles per day.		
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.	Not applicable	NA
E6.7.6 Surface Treatment of Parking Areas	A1 Parking spaces and vehicle circulation roadways must be in accordance with all of the following; (a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway; (b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.	Not applicable	NA
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	Not applicable	NA

Standard	Acceptable Solution	Proposed	Complies?
	1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.		
E6.7.8 Landscaping of Parking Areas	A1 Landscaping of parking and circulation areas must be provided where more than 5 car parking spaces are proposed. This landscaping must be no less than 5 percent of the area of the car park, except in the Central Business Zone where no landscaping is required.	Not applicable	NA
E6.7.9 Design of Motorcycle Parking Areas	A1 The design of motorcycle parking areas must comply with all of the following: (a) be located, designed and constructed to comply with section 2.4.7 "Provision for Motorcycles" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) be located within 30 m of the main entrance to the building.	Not applicable	NA
E6.7.10 Design of Bicycle Parking Facilities	A1 The design of bicycle parking facilities must comply with all the following; (a) be provided in accordance with the requirements of Table E6.2; (b) be located within 30 m of the main entrance to the building.	Not applicable	NA

Standard	Acceptable Solution	Proposed	Complies?
	A2 The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 "Design of Parking Facilities" and clauses 3.1 "Security" and 3.3 "Ease of Use" of the same Standard.		
E6.7.11 Bicycle End of Trip Facilities	A1 For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be 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: Commercial. Vehicle Facilities AS 2890.2:2002, unless:	Not applicable	NA

Standard	Acceptable Solution	Proposed	Complies?
	(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.	No change proposed.	NA

APPENDIX C

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.	The proposed addition is to be connected to the existing stormwater connection of the site.	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:	Not applicable	NA

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

**6. PROPOSED USE AND DEVELOPMENT - MULTIPLE DWELLINGS
(16) - 163-171 BRANSCOMBE ROAD CLAREMONT**

Author: Senior Statutory Planner (Vanessa Tomlin)

Qualified Person: Senior Statutory Planner (Vanessa Tomlin)

Property ID: 2742358

REPORT SUMMARY:

Application No.:	PLN-18-193
Applicant:	E3 Planning Pty Ltd
Owner:	Barr Builders Pty Ltd
Zone:	General Residential
Use Class	Residential
Application Status:	Discretionary
Discretions:	10.4.3 P2, 10.4.4 P1, 10.4.6 P2, 10.4.6 P3. E5.5.1 P3, E7.7.1 P2, and E11.7.1 P1 (The proposal meets all other applicable standards as demonstrated in the attached appendices)
Level 2 Activity?	No
42 Days Expires:	17 December 2019
Existing Land Use:	Vacant land
Representations:	1
Recommendation:	Approval, subject to conditions

REPORT IN DETAIL:**PROPOSAL**

The proposal involves the construction of 16 dwellings over five stages, at 163-171 Branscombe Road, Claremont.

Stage 1 involves the construction of the extension to southern approach to Branscombe Road, the bulk excavation of the overall site and the construction of the access with driveway to the dwellings that form part of proposed stage 2.

Stage 2 involves the construction of dwellings 1-5. Proposed dwellings 1-5 are identified as 'type A', which consists of ground floor level with three bedrooms, bathroom, under floor space and stairwell leading to the first floor. The proposed first floor is to consist of a single garage, entry, open plan living, dining and kitchen area, toilet and laundry. The proposed open plan living, dining and kitchen area opens out onto a timber deck, with a minimum width of 5.5m and an area of 41.25m². This stage includes the construction of the access, turning and parking areas to service the dwellings within stage 2 and 3.

Stage 3 involves the construction of dwellings 6-9. These proposed dwellings are identified as 'type B', which consists of a ground floor level with a single garage, entry, two bedrooms, bathroom, under floor space and stairwell to the first floor. The first floor is to consist of a laundry, toilet and open plan kitchen, dining and living area. These dwellings have access to private out door space via the passage on the first floor.

Stage 4 involves the construction of dwellings 10-12. Proposed dwellings 10-12 are identified as 'type A' and have the same floor plan as the dwellings of proposed stage 2. This stage includes the construction of the access, turning and parking areas to service the dwellings within stage 4 and 5.

Stage 5 involves the construction of dwellings 13-16. These dwellings are 'type B', with the same floor plan as the dwellings proposed for stage 3. These dwellings have access to private out door space via the passage on the first floor.

Each dwelling is to have a dedicated area for useable private outdoor space orientated to take advantage of sunlight. A communal waste storage area is proposed onsite, along with a letterbox structure, internal footpaths and landscaped communal areas. There is to be 36 parking spaces on site, with some spaces shared (visitor parking).

A 20m wide right of way is to provide a future link between Branscombe Road south to Branscombe Road north. As part of this application, the first length of the access strip is to be constructed to a road standard at the northern end of the site and is to be bordered by a footpath. The remaining access strip is to be constructed as required per stage.

The proposal relies on performance criteria to comply with 10.4.3 Site coverage and private open space for all dwelling P2, 10.4.4 Sunlight and overshadowing of all dwellings P1, 10.4.6 Privacy for all dwellings P2, 10.4.6 Privacy for all dwellings P3. E5.5.1 Existing road accesses and junctions P3, E7.7.1 Stormwater Drainage and Disposal P2, and E11.7.1 Buildings and Works P1.

SITE and LOCALITY

The site is located at the terminus of Branscombe Road. The site may be accessed from the northern approach of Branscombe Road (25.20m in width) or the southern approach to Branscombe Road (20.06m in width). These access options are facilitated by a 20m wide right of way, that extends along the eastern boundary of the site. The vacant site is 1.190ha and is relatively steep with a gradient of approximately 1 in 3. The site has been largely cleared of vegetation (Fig. 1).



Figure 1. An Aerial view of the site and locality.

The site borders Council land to the east, known as Ebden Street Reserve and Abbotsfield Rivulet is within this reserve. Adjacent to the north of the site is Branscombe Road Reserve. To the west, south and south-east is private land containing residential development.

The site includes road reservation identified as CT 145090/101. A small section of the road is to be constructed as part of this application to enable access to the site (Fig. 2).



Figure 2. An aerial view of the site showing the small section of road to be constructed as part of this application.

ZONE

The site is situated within the General Residential zone and is bordered to the east and west by the Environmental Management zone (Fig. 3).



Figure 3. A snapshot of the zoning of the locality, showing the site zoned General Residential with the Environmental Management zone to the east and west of the site.

BACKGROUND

- | | |
|--------------|--|
| PLN-00744 | Subdivision & boundary adjustments creating 11 lots, Withdrawn 21/06/01 |
| PLN-00744-02 | Subdivision and boundary adjustments creating 13 lots (amended plan), Approved 17/09/01 |
| PLN-03-02157 | Staged Subdivision creating 47 lots, Approved 24/03/04 |
| PLN-04-02843 | Subdivision creating 3 lots, Approved 20/10/04 |
| PLN-05-03555 | Staged subdivision of 17 lots plus balance of previously approved Subdivision Permit (PLN-03-02157-01), Approved 14/11/05 |
| PLN-12-113 | Subdivision and construction of a road; Multiple Dwelling Units (16) requiring variations to the road alignment, setbacks from other buildings (internal) and private outdoor space on land steeper than 1 in 4, and a driveway steeper than 1 in 5 in a fire hazard area, Approved 30/11/12 |
| PLN-14-285 | One (1) lot plus balance subdivision in a bushfire hazard area, Refused 15/06/15 |

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

No General Exemptions are applicable.

Limited Exemptions

No Limited Exemptions are applicable.

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

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

Use Class Description (Table 8.2):

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

Other relevant definitions (Clause 4.1):

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

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

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

Multiple dwelling means two or more dwellings on a site.

Private open space means an outdoor area of the land or dwelling for the exclusive use of the occupants of the land or dwelling.

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

Road authority means for State highways or subsidiary roads, within the meaning of the Roads and Jetties Act 1935, the Minister administering that Act and in relation to all other roads, the Council having the control of such road.

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

Access strip means land, the purpose of which is to provide access to a road.

Habitable room means any room of a dwelling other than a bathroom, laundry, toilet, pantry, walk-in wardrobe, corridor, stair, hallway, lobby, clothes drying room and other space of a specialised nature occupied neither frequently nor for extended periods.

Part C: Special Provisions

No special provisions of the Scheme apply to this proposal.

Part D: Zones

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

Zone Purpose Statements

- 10.1.1.1 To provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided.
- 10.1.1.2 To provide for compatible non-residential uses that primarily serve the local community.
- 10.1.1.3 To provide for the efficient utilisation of services.

The proposal is assessed as being consistent with the purpose of the zone because the use is residential with a range of dwelling types and is to be located on serviced land.

Use Table

Multiple dwellings are a permitted use within the General Residential zone. However, the application is discretionary because of reliance on performance criteria to comply with applicable standards.

Use Standards

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

Development Standards for Residential Buildings & Works

10.4.3 Site coverage and private open space for all dwelling P2

Dwelling type B does not have direct access to private open space via a habitable room (Fig. 4).

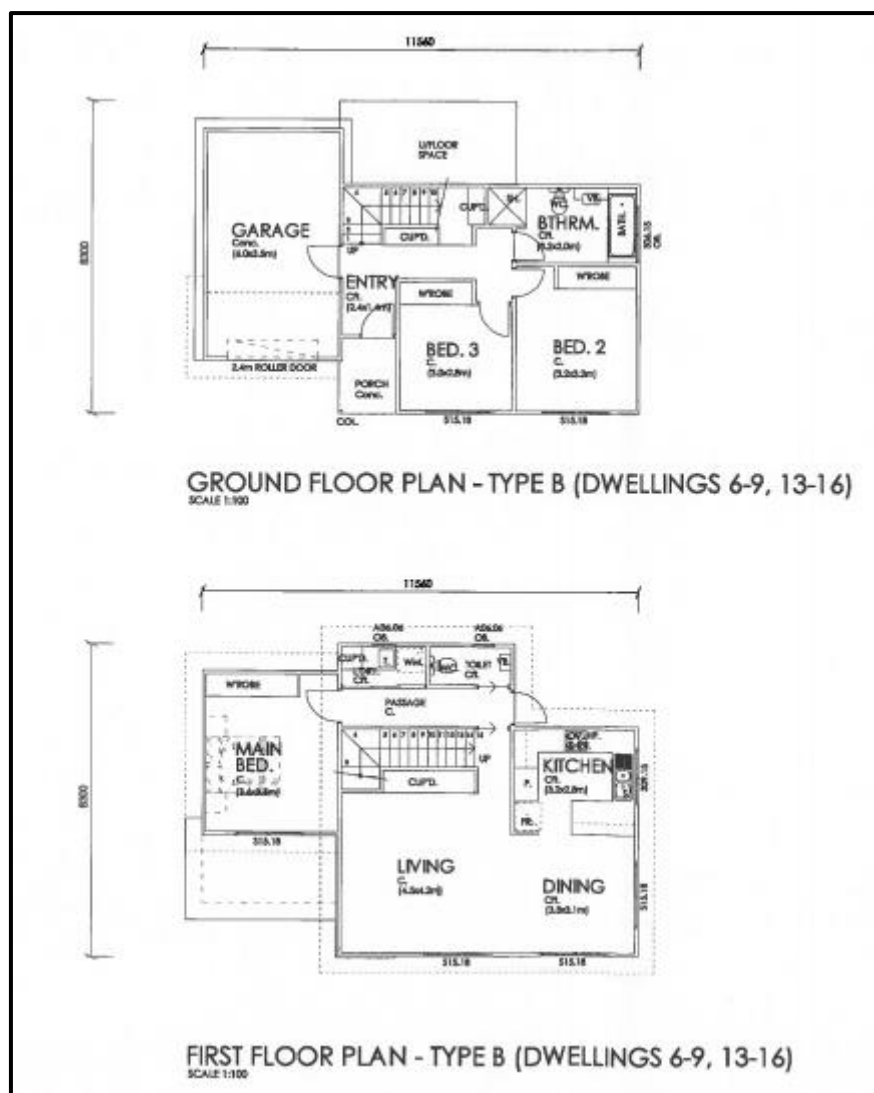


Figure 4. The floor plan of dwelling type B showing access to the private outdoor space via the first-floor passage.

As such the proposal relies on performance criteria, which requires a dwelling to have private open space that:

- (a) includes an area that is capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and that is:
 - (i) conveniently located in relation to a living area of the dwelling; and
 - (ii) orientated to take advantage of sunlight.

Each dwelling is allocated an area of private outdoor space that is suitable for outdoor recreation and the operational needs of the residents, in a location that has reasonable access sunlight. This is because Dwelling type A has direct access to private outdoor space from the living room of those dwellings onto a deck oriented to the north (and therefore meet the acceptable solution); while dwelling type B is to have convenient access to a landscaped area of private outdoor space on the northern side of those dwellings.

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

10.4.4 Sunlight and overshadowing of all dwellings P1

Given the orientation of the proposed dwellings, no dwelling will have a window that faces between 30 degrees west of north and 30 degrees east of north. The proposal relies on performance criteria, which requires a dwelling to be sited and designed so as to allow sunlight to enter at least one habitable room (other than a bedroom).

Both dwelling types A and B have living/dining room windows facing north-east, with the kitchen windows for both dwelling type A and B facing in a westerly direction. Accordingly, the proposal is sited and designed for sunlight to enter habitable rooms.

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

10.4.6 Privacy for all dwellings P2

Proposed dwellings 10, 11 and 12 are to have windows to a habitable room with floor levels more than 1m above the natural ground level. The windows on the north-eastern elevation are to be within 6m of the private outdoor space of dwellings 7, 8 and 9. Consequently, the proposal is unable to comply with the acceptable solution because of the window design and placement. The proposal relies on performance criteria, which requires a window or glazed door, to a habitable room of dwelling, that has a floor level more than 1 m above the natural ground level, must be screened, or otherwise located or designed, to minimise direct views to:

- (a) window or glazed door, to a habitable room of another dwelling; and
- (b) the private open space of another dwelling; and
- (c) an adjoining vacant residential lot.

The objective of this standard is to provide reasonable opportunity for privacy for dwellings.

The distance between proposed dwellings 10, 11 and 12 and proposed dwellings 7, 8 and 9 is 5.7m. In this intervening space is to be a 1.8m high timber paling fence and soft landscaping that may provide screening into the future. Proposed dwellings 10, 11 and 12 are to sit above proposed dwellings 7, 8 and 9 on the slope with proposed dwellings 10, 11 and 12 on the 112-114m contour, while proposed dwellings 7, 8 and 9 are to be on the 108-110m contour. This siting of the dwellings causes the occupants of proposed dwellings 10, 11 and 12 to look beyond the private outdoor space (enclosed with a 1.8m high paling fence) of proposed dwellings 7, 8 and 9, in turn minimising the direct views of the private outdoor space and providing an opportunity for privacy.

The proposal is assessed as satisfying that objective through the performance criterion and complies with the standard.

10.4.6 Privacy for all dwellings P3

The siting of dwelling type B causes it to have habitable rooms (bedrooms 2 and 3) within 1m of the shared driveway. There is no structural screening proposed, although the area is to be landscaped. The proposal is unable to comply with the acceptable

solution and relies on performance criteria, that requires a shared driveway or parking space (excluding a parking space allocated to that dwelling), to be screened, or otherwise located or designed, to minimise detrimental impacts of vehicle noise or vehicle light intrusion to a habitable room of a multiple dwelling.

It is noted that there are no habitable room windows on either side of the ground floor elevations of all proposed dwellings. As a result, vehicles using the shared driveway or vehicles parked adjacent to the sides of the dwellings will not have a detrimental impact on those dwellings. However, it is the front of the dwellings that are to face the shared driveway and it is this that causes the discretionary consideration. Dwelling type A does not propose habitable room windows or doors to such rooms within 2.5m of the shared driveway and complies with the acceptable solution.

For proposed dwelling type B, the 0.5m wide landscaped garden bed that is to be between those dwellings' habitable room windows and the shared driveway, provides an opportunity for screening vegetation to be planted. This would minimise detrimental impacts of vehicle light intrusion. Furthermore, these windows (1.8m wide and 1.5m in height, with a sill height of 0.8m above ground level) are horizontally offset by approximately 1m from the opposing parking spaces in the garages and the shared driveway runs parallel to these windows. The combination of the design and location of these windows and to a lesser extent future landscaping, provide an opportunity for privacy by minimising detrimental impacts of vehicle light intrusion.

The proposal is assessed as satisfying that objective through the performance criterion and complies with the standard.

Part E: Codes

The following codes of the Scheme apply to this proposal:

Road and Rail Asset Code

Council's Development Engineer and Transport Engineer have assessed the application against the applicable standards of this code. The proposal is unable to comply with acceptable solution of E5.5.1 Existing road accesses and junctions A3 and relies on the associated performance criteria, which requires any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60km/h or less, to be safe and not unreasonably impact on the efficiency of the road, having regard to:

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

Council's Development Engineer and Transport Engineer have provided comments of the assessment of the proposal within the referral section of this report. However, in summary, the proposed existing access and junction was found to be safe and not unreasonably impact on the efficiency of the road. The proposal complies with the standard through the performance criteria.

Parking and Access Code

Council's Development Engineer has assessed the application against the applicable standards of this code. The proposal is taken to comply with the acceptable solution of all applicable standards of this code.

Stormwater Management Code

Council's Development Engineer and Civil Engineer have assessed the application against the applicable standards of this code. The proposal relies on performance criteria P2 of E7.7.1 Stormwater Drainage and Disposal, which requires a stormwater system for a new development to incorporate a stormwater drainage system of a size and design sufficient to achieve the stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010, as detailed in Table E7.1 unless it is not feasible to do so. Council's Development Engineer and Civil Engineer are satisfied that the proposal complies with the performance criteria and have recommended conditions accordingly.

Waterway and Coastal Protection Code

For the purpose of this code, natural values means biodiversity, environmental flows, natural streambank stability and stream bed condition, riparian vegetation, littoral vegetation, water quality, wetlands, river condition and waterway and/or coastal values; riparian vegetation means vegetation found within or adjacent to watercourses, wetlands, lakes and recharge basins; soil disturbance includes disturbance of the bed of a watercourse, wetland or lake; and soil and water management plan means a specific site plan acceptable to the planning authority that details sediment and erosion control measures on building and construction sites prepared by a suitably qualified person in accordance with best practice guidelines.

The site is identified as being overlaid by the Waterway and Coastal Protection area. The dwellings (buildings) are not to be located within the Waterway and Coastal Protection area. however, the access road and driveway will be within this area. Therefore the code applies (Fig. 5).

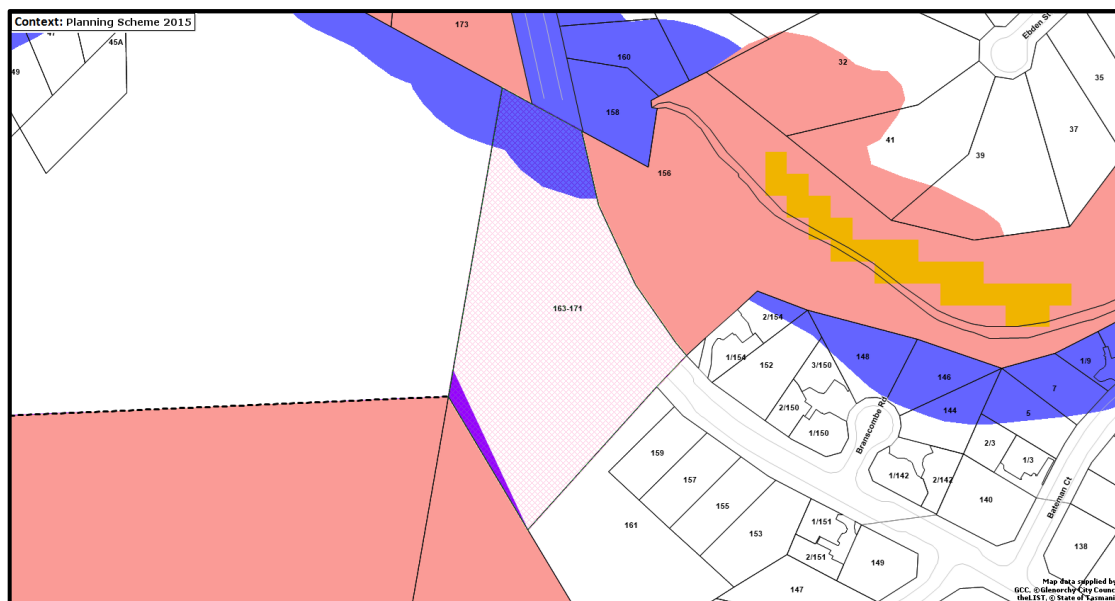


Figure 5. Several codes are mapped as overlaying the site, such as the Waterway and Coastal Protection Code (blue) and the Scenic Landscape code (purple). The Biodiversity code (pink) overlays adjoining land.

The proposal relies on performance criteria P1 of E11.7.1 Buildings and Works, which requires building and works within a Waterway and Coastal Protection Area to satisfy all of the following:

- (a) avoid or mitigate impact on natural values;
- (b) mitigate and manage adverse erosion, sedimentation and runoff impacts on natural values;
- (c) avoid or mitigate impacts on riparian or littoral vegetation;
- (d) maintain natural streambank and streambed condition, (where it exists);
- (e) maintain in-stream natural habitat, such as fallen logs, bank overhangs, rocks and trailing vegetation;
- (f) avoid significantly impeding natural flow and drainage;
- (g) maintain fish passage (where applicable);
- (h) avoid landfilling of wetlands;
- (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 objective of the standard is to ensure that buildings and works in proximity to a waterway, the coast, identified climate change refugia or potable water supply areas will not have an unnecessary or unacceptable impact on natural values. The proposal avoids impact on natural values of Abbotsfield Rivulet by the proposed works being clear of the rivulet, and with the implementation of best practice sediment and erosion control measures, the proposal satisfies the performance criteria and complies with the standard.

Scenic Landscapes Code

Development is proposed within an area overlaid by the Scenic Landscape Area. The proposal does not meet the exemptions of this code, and the code applies to the assessment. However, the proposal is assessed as complying with the acceptable solutions of applicable standards.

PART F: Specific Area Plans

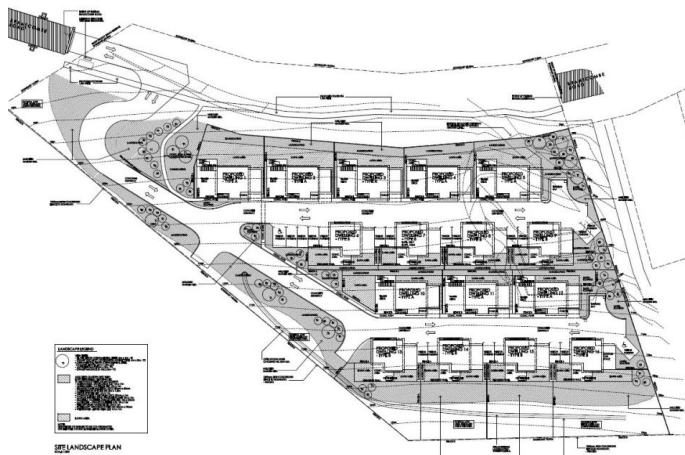
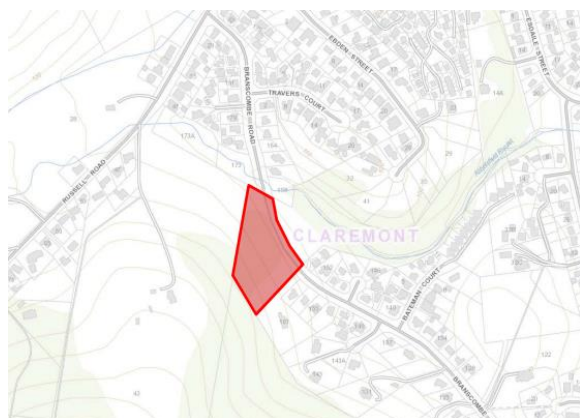
No SAP applies to this assessment.

INTERNAL REFERRALS**Development Engineer**

Council's Development Engineer has made the following comments and recommended conditions.

The development application seeks an approval for sixteen (16) multiple dwellings on a vacant site. The works include extending the existing end road to the boundary, constructing new access, new footpath to connect the two end of Branscombe Road. The footpath is proposed to be concrete footpath from Branscombe northern end over the access to the multiple dwellings while the rest of footpath is proposed to be gravel footpath to connect the other end of Branscombe Road.

Figures below show the subject site and the surrounding roads network and the development for multiple dwellings.



Council has right of way to and thru the land which is for the future road connection. This process to connect the road, once Council approves, will be dealt separately to the Planning process between Council's Transport Engineer (as Road Authority) and the owner (body corporate).

The development application has been referred internally to Council's Transport Engineer and Hydraulics Engineer for assessment and recommended conditions. The recommended conditions are included with this referral, see conditions section.

The reports and/or assessments as follows were submitted as part of the application:

- Traffic Impact Assessment (TIA) by Midson Traffic Pty Ltd dated October 2019; and
- JSA Consulting Engineers letter dated 31 October 2019 and plans submitted by JSA Consulting Engineers, Rev D.

E5.0 Road and Railway Assets Code

The development complies with Code E5 Road and Railway Assets requirements.

The proposed development is expected to increase vehicle movements, to and from the site, over 40 vehicle movements per day and therefore does not comply with the Acceptable solution A3 of E5.5.1. Therefore, the assessment against the performance criteria is triggered. The TIA by Midson Traffic Pty Ltd dated October 2019 was submitted as part of the application to address the performance criteria mentioned. The development application is also referred to Council's Traffic Engineer for an assessment under the code and new road infrastructure, refer to the Transport Engineer referral.

The TIA addressed that the traffic generated by the development is proposed to be 80 trips per day with 8 trips per hour during peak periods. Council's Transport Engineer is satisfied that Branscombe Road is able to service the additional traffic generated by the development and that the increase in traffic from the development on the road is in line with the function of the road. Therefore, it is considered that the performance criteria, P1 of E5.5.1 is satisfied.

The site is proposed to be accessed off the new vehicle crossing. The sight distance at the accesses for frontage road speed of 50 km/h comply with the acceptable solution A1 under clause E5.6.4. The sight distance has been assessed in the TIA to have adequate sight distance of 80 metres.

E6.0 Parking and Access Code

The development complies with Code E6 Parking and Access Code and it is considered that the site is capable of being developed and the local traffic conditions are not expected to be significantly affected.

The site can be accessed off the access off the extended road and new access onto the driveway. Two (2) car parking spaces per unit are proposed plus one (1) visitor car park per every four units; this gives a total numbers of thirty-six (36) car parking spaces. This complies with the acceptable solution A1 of the Code E6.6.1.

The requirement for the accessible, motorcycle and bicycle parking spaces are not applicable standard for the scope of the proposed development; therefore, are not required and considered met with the acceptable solutions.

The passing bay and on-site turning area can be achieved as demonstrated in the plan submitted. The turning sweep path is provided. The layout of parking area, surface treatment, parking area lighting, landscaping area and access to the road comply with the Acceptable Solution. Therefore, the development complies with Code E6 Parking and Access Code.

E7.0 Stormwater Management Code

The development is considered to meet the requirements in Stormwater Management Code.

There are no GCC stormwater mains affected by this application. The concept stormwater plan shows a new DN225 SN8 stormwater lot connection to public stormwater system proposed to capture runoff generated by the development. Therefore, the SW arrangement is considered comply with the acceptable solution, A1.

The applicant proposes that the stormwater system incorporate water sensitive urban design for treatment to achieve the required targets as specified within the Table E7.1. The detailed design for the treatment element will be conditioned to comply with the Performance criteria.

Minor and major stormwater drainage system are able to meet the acceptable solutions, A3 and A4. The sizing of the pipes to be able to accommodate the 1 in 20 years flood event is a recommended condition in the Hydraulics referral. The swale drain at the top of the site is proposed and designed to collect runoff from the catchment above. Further detailed design is required to be submitted prior to the issuing of the building permit.

Overall, the development is considered to meet the requirements in Stormwater Management Code.

Other

E3.0 Landslide Code

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

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

There is no new stormwater subject point of discharge into a watercourse. Therefore, the development application complies with the A4 of E11.7.1.

E15.0 Inundation Prone Areas Code

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

Hydraulic Engineer

Council's Hydraulic Engineer has made the following comments and recommended conditions.

The Development Application is for the construction of 16 multiple dwellings. The following assessment is based on the Stormwater Drainage Plan Revision D, submitted by JSA Consulting Engineers and other communications as part of the application process. The application has been assessed under the E7.0 Stormwater Management Code of the Glenorchy Interim Planning Scheme 2015 (GIPS) and associated Council policies.

A concept stormwater drainage plan has been submitted and details a swale drain capturing runoff on the top side of the development and an underground reticulation system collecting stormwater from the proposed road and each unit. This is in accordance with Acceptable Solution A1.

The developer has communicated that the proposed subdivision will comply with Performance Criteria P2:

“A detailed stormwater management system will be incorporated into the detailed engineering designs when prepared. It is expected that a condition of any permit issued will include a requirement for the preparation and approval of such. The stormwater management system including a sediment detention basin will be designed in accordance with the specifications contained within Table E7.1.” (Re: Proposed use/development – multiple dwellings (16) address – 163 – 171 Branscombe Road Claremont application number – PLN-18-193, E3 Planning Pty Ltd, 23/10/2019).

It is believed that the developer will be able to achieve the stormwater quality targets through implementation of WSUD elements and the statement above is valid. As such, the proposed development complies with Performance Criteria P2.

The documentation submitted does not detail the sizing of the private minor stormwater drainage system. Documentation of calculations for sizing the stormwater system will be required to comply with Acceptable Solution A3 (a) and will be a condition of the Permit.

It is believed that the excess runoff generated by the developed land will be able to be accommodated by public stormwater infrastructure. This complies with Acceptable Solution A3 (b).

As previously discussed, a swale drain is proposed to collect runoff from the catchment above. No design has been submitted showing that it can accommodate a 1% AEP storm event. Submitting documentation showing compliance with Acceptable Solution A4 will be a condition of the Permit.

In summary, from a hydraulic engineering perspective, I have no objection to the development proposed at 163-173 Branscombe Road, Claremont, subject to the recommended conditions.

Traffic Engineer

Council's Traffic Engineer has made the following comments and recommended conditions.

Introduction

The developer proposes to construct 16 multiple dwellings all having 3 bedrooms and garage spaces plus an additional 20 car parking spaces. The driveway access to the development is off the northern end of Branscombe Road.

The assessment below is based on the Traffic Impact assessment (TIA) undertaken by Midson Traffic Pty Ltd dated October 2019, JSA Consulting Engineers letter dated 31 October 2019 and plans submitted by JSA Consulting Engineers, Rev D.

Future Road and Footpath

The original intent for the land was for it to be subdivided with a road and footpath constructed to link the southern and northern ends of Branscombe Road, thus forming a connecting road linking Claremont Link Road and Abbotsfield Road. The intent of the connecting road was through a separate subdivision development application in 2003 at the southern end of Branscombe Road. The subdivision development has been completed and this new development application has been received for the land.

This application is for a unit development and not subdivision, thus the requirements for constructing a connecting road and footpath are not applicable under the current planning scheme. However, the applicant has agreed to construct a footpath to connect the two ends of Branscombe Road up and for the section of driveway that will be located where a future road would go, to be constructed to a road standard.

The proposed design and construction of the footpath and driveway will minimise any future cost to Council to connect up the two ends of Branscombe Road. There is a 20m wide ROW to Council between the two ends of Branscombe Road that can be utilised when a future connecting road is desired. The land to the east of the ROW is owned by Council.

Under code E6.7.14 access to a road, which needs to be in accordance with the requirements of the Road Authority (there is no performance criteria) the Road Authority will be requesting further detailed designs of the proposed footpath and driveway, so that in the future a connection between the two ends of Branscombe Road can be undertaken.

Traffic Generation

The traffic generated by the development is proposed to be 80 trips per day with 8 trips per hour during peak periods. This is based on the RMS Guide of 5 daily trips per dwelling with a weekday peak of 0.5 vehicles per dwelling.

Based on the above the Acceptable Solution is not met for clause E5.5.1 A3. The increase in traffic is more than 40vpd at the access, thus the performance criteria is triggered, and a TIA has been undertaken by the developer.

The northern end of Branscombe Road connects onto Russel Road via a T-Junction. Branscombe Road and Russel Road are both Link Roads that lead onto Abbotsfield Road which is a Collector Road. All these streets have a speed limit of 50km/h. Traffic data in 2001 showed that Russel Road between Branscombe Road and Abbotsfield Road carried 777 vehicle per day. Branscombe Road, as stated in the TIA is likely to have a traffic volume of 350 vehicles per day. The increase in traffic from the development on these roads is in line with the function of the roads.

The TIA states that the access at Branscombe Road and at the junction of Branscombe Road/Russel Road can absorb the peak traffic volume. The TIA also reviewed that crash data and concluded that it does not indicate any pre-existing road safety deficiencies in Branscombe Road.

The TIA is accepted, and it can be concluded that the additional traffic does not have a significant impact on the road network. The performance criteria for E5.5.1 P3 is met.

Driveway Access and Internal Road Layout

The development is proposing a driveway access off the northern end of Branscombe Drive. This access has been assessed in the TIA to have adequate sight distance of 80m which met the acceptable solution under code E5.6.4.

If a future road is constructed to link the two ends of Branscombe Road, the new driveway access will have adequate sight distance and the driveway has been designed to accommodate a future road.

The internal road layout of the unit development has two turning areas at the end of the internal roads. The JSA plans also show that a Medium Ridged Vehicle can turn at the T-junction in the driveway just south of Branscombe Road. This turning area at the T-junction in the driveway can be utilised by a truck, such as the garbage truck, to pick up from the waste storage area at the bottom of the driveway.

Currently trail bikes use the two ends of Branscombe Road to access the vacant development land and Council owned land to the east. Once the development occurs this will likely decrease due to passive surveillance however it is proposed that signage be placed at either end of Branscombe Road prohibiting trail bikes.

Based on the TIA it is accepted that the proposed access is safe and will not unreasonably impact on the efficiency of the road and into the future if a connecting road is undertaken.

Parking

The development is proposing 36 car parking spaces. This consists of 16 garage spaces and 20 other parking spaces within the site. The planning scheme requires 36 spaces thus the acceptable solution under code E6.6.1 is met. Based on the TIA, it is accepted that there is enough parking for the development

Conclusion

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

Waste Management Officer

Council's Waste Management Officer has made the following comments and recommended advice.

Waste Management Services to the proposed multiple dwelling development at 163-171 Branscombe Road Claremont would be Councils' 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. All wheelie bins should be placed on the kerbside for collection.

EXTERNAL REFERRALS**TasWater**

TasWater have reviewed the application and are in support of it subject to recommended conditions.

REPRESENTATIONS

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

1. Display of application

The representor states that the engineering drawings and other supporting documentation is not displayed on Council's website as part of the planning permit application and requests the plans to be in accordance with Glenorchy's development application checklist and the Glenorchy Interim Planning Scheme; and suggests re-advertising so a complete review can be undertaken by the public. The representor notes among other things that the plans are deficient and would not enable an assessment of the application.

Planner's Comment:

The planning permit application contains all relevant information to enable the assessment of the application against applicable standards of the planning scheme. The application includes the site and elevation plans, current copy of titles and a completed planning permit application form and supporting documentation that consists of but is not limited to shadow diagrams, Traffic Impact Assessment, preliminary engineering drawings for road, access, parking and service infrastructure and bushfire report.

The display of planning applications on Council's website is not a statutory requirement (S9 Land Use Planning and Approvals Regulations 2014), and the notice of applications is displayed on Council's website with intent for a broader reach to interested persons. It is noted that supporting documentation is not displayed on Council's website. However, Council's website clearly indicates that 'relevant plans' are available to be viewed at Council Chambers and the cover page of the individual notice of each application points out that plans and documentation are available for inspection at Council Offices until the closing of advertising. Therefore, application documentation can be made available for viewing upon request.

CONCLUSION

The proposal is relying on the performance criteria to comply with the applicable standards. The proposal is assessed as satisfying the performance criteria and complies with the standards. The proposal is assessed as complying with all other use and development standards in the General Residential zone, as well as the relevant standards of the Road and Rail Asset code, Parking and Access code and Stormwater Management code, Waterway and Coastal Protection code, and Scenic Landscape code. The application was publicly advertised for the statutory 14-day period and no representations were received. It is concluded that the proposal is consistent with the Scheme's zone purpose statements and is satisfactory.

Recommendation:

That a permit be granted for the proposed use and development of Multiple Dwellings (16) at 163-171 Branscombe Road Claremont subject to the following conditions:

Planning

1. Use and development must be substantially in accordance with planning permit application No. PLN-18-193 and Drawing No. P2 submitted on 05 September 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 2018/01448-GCC, dated 12 November 2018, form part of this permit.
3. Privacy screening to a height of 1.7m with no less than 25% transparency must be provided along the north-eastern elevation of the decks for dwellings 10, 11 and 12, to the satisfaction of Council's Senior Statutory Planner.

Engineering

4. Prior to the issuing of a Building Approval or the commencement of works on site, submit a Soil and Water Management Plan detailing proposed sediment and erosion control measures to the satisfaction of 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.

5. The loading and unloading of goods, including building materials and equipment, from vehicles must only be carried out on the land.
6. 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.
7. The design and construction of the parking, access and turning areas must generally comply with the Australian Standard, Parking facilities, Part 1: Off-Street Car parking, AS 2890.1 – 2004, to the satisfaction of the Council's Development Engineer. Drawings showing the 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 25%;
- b) Thirty-six (36) clearly marked car parking spaces must be provided in accordance with the approved plan received by Council and kept available for these purposes at all times;
- c) Of the proposed number of car parking spaces, four (4) visitor parking spaces must be provided, clearly line-marked and kept available for these purposes at all times;
- d) 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%;
- e) All runoff from paved and driveway areas must be discharged into Council's stormwater system;
- f) Be clearly line-marked or physically separated to each space in accordance with the approved plan;
- g) Car parking lighting must be provided;
- h) Landscaping of parking and circulation areas must be provided and must be no less than 5 percent of the area of the car park;
- i) The gradient of any parking areas must not exceed 5%; and
- j) Minimum carriageway width is to be no less than 3.0 metres.

To comply with the above requirements, the developer must submit engineering drawings demonstrating compliance with the requirements to the satisfaction of Council's Development Engineer prior to the issuing of the Building Permit. All works required by this condition must be installed prior to the occupancy of the dwelling(s).

- 8. Barriers compliant with the Australian Standard AS 1170.1 must be installed to prevent vehicles running off the edge of a carriageway, raised platform or deck where the drop from the edge of the trafficable area to a lower level is 600mm or greater, and wheel stops must be installed for drops between 150mm and 600mm. Barriers must not limit the width of the driveway access or parking and turning areas approved under the permit. All works required by this condition must be installed prior to the occupancy of the dwellings.
- 9. Prior to the commencement of the use or development, new stormwater connection(s) to Council's public stormwater system onto the property boundary must be installed in accordance with the approved plans.

Advice: A copy of the Stormwater Connection Request Form can be obtained via Council's Customer Service or via Council's website <https://www.gcc.tas.gov.au/planning-and-development/plumbing/plumbing->

forms.aspx, which outlines the process and conditions for stormwater connections. The Request Form outlines the process and conditions for stormwater connections.

10. The new vehicle crossing, at the access point must be constructed in accordance with the Tasmanian standard drawing TSD-R09-v1, TSD-R11-v1 and TSD-R14-v1 between the kerb and the property boundary and completed to the satisfaction of Council's Development Engineer prior to the occupancy of a dwelling. The detail design must be submitted and approved prior to the issuing of a Building Permit Approval.

Advice: A Property Access Works Application must be completed prior to any work being undertaken. The application is available from Council's planning department or available from Council's website at: <https://www.gcc.tas.gov.au/residents/living-in-glenorchy/driveways>

11. Prior to the issuing of a Building Permit, detailed engineering design must be submitted to the satisfaction of Council's Senior Civil Engineer, detailing the minor stormwater drainage system's capacity to accommodate a 5% AEP storm event.
12. Prior to the issuing of a Building Permit, detailed engineering design must be submitted to the satisfaction of Council's Senior Civil Engineer, detailing the major stormwater drainage system's capacity to accommodate a 1% AEP storm event.
13. The development must incorporate Water Sensitive Urban Design (WSUD) elements to meet a 80%, 45% and 45% reduction in average annual loads of total suspended solid (TSS), total phosphorus (TP), and total nitrogen (TN), respectively. Prior to receiving the Building Permit, the application must provide a detailed design and supporting calculations, designed by a suitably qualified person and to the Council Senior Civil Engineer's satisfaction, to demonstrate that the designed WSUD treatment train is able to meet the pollutant reduction targets mentioned above. The WSUD elements must be installed and completed to the satisfaction of Council's Senior Civil Engineer, prior to a Certificate of Occupancy being issued for any of the units.
14. Prior to the issuing of a Building Permit, a WSUD Maintenance Scheme must be submitted for approval, to the satisfaction of Council's Senior Civil Engineer, defining the maintenance method and frequency for each WSUD element incorporated in the development. The Owner and all successors in title must ensure ongoing compliance with the approved WSUD Maintenance Scheme for the duration of the approved use. Council must first approve any changes to the approved WSUD Maintenance Scheme.
15. Upon approval of the WSUD Maintenance Scheme, and in association with a Building Permit Application, 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 Owner and all successors in title must advise any subsequent successor in title of the existence of the Agreement and its terms and conditions. The Part 5 agreement requires the Owner and all successors in title to covenant and agree with Council the following:

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

Traffic

16. Engineering drawings for the driveway and footpath works within the Right of Way (ROW) must be submitted and approved by the Road Authority prior to the commencement of work on the site. All work must be constructed in accordance with the approved engineering drawings and to the satisfaction of the Road Authority. Any work deviates from the approved drawings must be approved by the Road Authority in writing prior to the commencement of the work on the site. The engineering drawings must be prepared and certified by a suitable qualified engineer. The engineering drawings must include the following:
- a) Long and cross sections of the proposed driveway and footpath ensuring that minimal works is required if a future road is constructed and the driveway will comply with AS/NZS 2890.1 and AS/NZS 2890.2;
 - b) Details of the standard of construction of the proposed driveway and footpath;
 - c) The driveway access where the proposed future road will be placed is to be constructed to a road pavement standard and full depth;
 - d) Demonstrate that the proposed waste bin collection area can be relocated if a future road is undertaken with minimal work required;
 - e) All services should be to the west of the proposed footpath at the northern end of Branscombe Road, so that the proposed driveway can be extended in the future to form a connecting road;
 - f) Show that the proposed footpath will work when a future road is constructed on the concrete section, without being elevated from the road or requiring barriers;
 - g) Show a conduit under the proposed new concrete footpath so that lighting can be installed in the future;
 - h) Detail the design standard of the gravel footpath between Branscombe Road and show that there is adequate formation either side of the footpath (concrete and gravel) to allow any maintenance of the footpath and

vegetation overhanging the footpath can be carried out in an efficient and safe manner;

- i) Detail if the proposed driveway between the northern end of Branscombe Road and the turn off to the future driveway will require guard rail due to the 1:1 slope or if this slope can be reduced and how trail bikes will be prevented from accessing the ROW and Council's land;
- j) Show "No Trail Bike" signage to be placed at either end of Branscombe Road; and
- k) Be in accordance with Department of State Growth Specifications and all other relevant Standards, Guidelines and procedures.

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.

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

Prior to the commencement of any work within the road reservation by a private contractor, the contractor must obtain a road opening permit from the Council's Facilities Co-ordinator. This permit shall include items such as hours of work, road safety, reinstatement, soil and water management, etc. The Road Opening Permit Application Form is available via Council's website <https://www.gcc.tas.gov.au/your-council/council-works/digging-and-construction.aspx>

Urban Drainage Act 2013

In the event that the Owner fails to comply with the obligations, Council may arrange for its employees, agents or contractors to enter upon the Land and undertake all works necessary to ensure that the obligations are met, and all required works are performed in full;

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;

All debts due and payable to Council will accrue interest at Council's published Interest Rate compounding monthly until the relevant debt and all accrued interest is paid to Council in full.

The stormwater connection(s) must be constructed by a suitably qualified person to the satisfaction of Council. To ensure the connection(s) is constructed to Council's satisfaction, the applicant must contact Council, by completing the Stormwater Connection Request Form, to arrange the visual inspection by Council for any alterations or works to Council's public stormwater network.

Waste Management

The design for the bin enclosure must comply with the following:

- (a) it 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 approval,
- (b) it must have concrete at the entrance to the bin enclosure;
- (c) it must suit 15 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) recommended minimum height of the enclosure is 1200mm and minimum recommended depth is 930mm;

Attachments/Annexures

- 1** Attachment - 163-171 Branscombe Road, Claremont



APPENDIX

10.0 General Residential Zone

Standard	Acceptable Solution	Proposed	Complies?
10.3 Use Standards			
10.3.1 Non-Residential Use	A1 Hours of operation must be within 8.00 am to 6.00 pm, except for office and administrative tasks or visitor accommodation.	A residential use is proposed.	NA
	A2 Noise emissions measured at the boundary of the site must not exceed the following: (a) 55 dB(A) (LAeq) between the hours of 8.00 am to 6.00 pm; (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 6.00 pm to 8.00 am; (c) 65dB(A) (LAmax) at any time. Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness.	A residential use is proposed	NA

	Noise levels are to be averaged over a 15 minute time interval.		
	A3 External lighting must comply with all of the following: (a) be turned off between 6:00 pm and 8:00 am, except for security lighting; (b) security lighting must be baffled to ensure they do not cause emission of light into adjoining private land.	A residential use is proposed	NA
	A4 Commercial vehicle movements, (including loading and unloading and garbage removal) to or from a site must be limited to 20 vehicle movements per day and be within the hours of: (a) 7.00 am to 5.00 pm Mondays to Fridays inclusive; (b) 9.00 am to 12 noon Saturdays; (c) nil on Sundays and Public Holidays.	A residential use is proposed	NA
10.3.2 Visitor Accommodation	A1 Visitor accommodation must comply with all of the following: (a) is accommodated in existing buildings; (b) provides for any parking and manoeuvring spaces required pursuant to the Parking and Access Code on-site; (c) has a floor area of no more than 160m ² .	A residential use, not visitor accommodation is proposed	NA

10.3.3 Local Shop	A1 A local shop must have a gross floor area no more than 200m ² .	A residential use is proposed, not a local shop.	NA
10.4 Development Standards for Residential Buildings and Works			
10.4.1 Residential density for multiple dwellings	A1 Multiple dwellings must have a site area per dwelling of not less than: (a) 325m ² ; or (b) if within a density area specified in Table 10.4.1 below and shown on the planning scheme maps, that specified for the density area.	The site area is 11900m ² and 16 dwellings are proposed. This equates to a site area per dwelling of 743.75m ² .	Yes
10.4.2 Setbacks and building envelope for all dwellings	A1 Unless within a building area, a dwelling, excluding protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m into the frontage setback, must have a setback from a frontage that is: (a) if the frontage is a primary frontage, at least 4.5 m, or, if the setback from the primary frontage is less than 4.5 m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or (b) if the frontage is not a primary frontage, at least 3 m, or, if the setback from the frontage is less than 3 m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site; or (c) if for a vacant site with existing dwellings on adjoining sites on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or	The proposed dwellings are to be setback more than 4.5m from the frontages. The frontage to Branscombe Road south is the primary frontage.	Yes

	(d) if the development is on land that abuts a road specified in Table 10.4.2, at least that specified for the road.		
	A2 A garage or carport must have a setback from a primary frontage of at least: (a) 5.5 m, or alternatively 1 m behind the façade of the dwelling; or (b) the same as the dwelling façade, if a portion of the dwelling gross floor area is located above the garage or carport; or (c) 1 m, if the natural ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10 m from the frontage.	No garage or carport is proposed within 5.5m of the primary frontage.	Yes
	A3 A dwelling, excluding outbuildings with a building height of not more than 2.4 m and protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m horizontally beyond the building envelope, must: (a) be contained within a building envelope (refer to Diagrams 10.4.2A, 10.4.2B, 10.4.2C and 10.4.2D) determined by: (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5 m from the rear boundary of a lot with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3 m above natural ground level at the side boundaries and a distance of 4 m from the rear boundary to a building height of not more than 8.5 m above natural ground level; and (b) only have a setback within 1.5 m of a side boundary if the dwelling:	All dwellings are shown to be less than 8.5m in height, with the closest dwelling (dwelling 16 and dwelling 13) setback 6.4m and 10m respectively, from the nearest side boundaries and more than 4m from the rear boundary. The proposal fits within Diagram 10.4.2B Building envelope for sloping sites as required by subclause 10.4.2 A3(a).	Yes

	(ii) does not extend beyond an existing building built on or within 0.2 m of the boundary of the adjoining lot; or (iii) does not exceed a total length of 9 m or one-third the length of the side boundary (whichever is the lesser).		
10.4.3 Site coverage and private open space for all dwellings	A1 Dwellings must have: (a) a site coverage of not more than 50% (excluding eaves up to 0.6 m); and (b) for multiple dwellings, a total area of private open space of not less than 60 m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and (c) a site area of which at least 25% of the site area is free from impervious surfaces.	a) site coverage means the proportion of a site (excluding any access strip) covered by roofed buildings. The site coverage is to be 2224m² and the land area per dwelling is to be 4923m². Therefore, site coverage is not more than 50%. b) Plan P2 shows POS more than 60m² per dwelling; c) More than 25% of the site is to be 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) 4 m; or (ii) 2 m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and	(a) Dwelling type B doesn't have direct access to POS via a habitable room.	No

	(c) is directly accessible from, and adjacent to, a habitable room (other than a bedroom); and (d) is not located to the south, south-east or south-west of the dwelling, unless the area receives at least 3 hours of sunlight to 50% of the area between 9.00am and 3.00pm on the 21st June; and (e) is located between the dwelling and the frontage, only if the frontage is orientated between 30 degrees west of north and 30 degrees east of north, excluding any dwelling located behind another on the same site; and (f) has a gradient not steeper than 1 in 10; and (g) is not used for vehicle access or parking.		
10.4.4 Sunlight and overshadowing of all dwellings	A1 A dwelling must have at least one habitable room (other than a bedroom) in which there is a window that faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A).	Given the orientation of the dwellings, no dwelling a window that faces between 30 degrees west of north 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 10.4.4A), must be in accordance with (a) or (b), unless excluded by (c): (a) The multiple dwelling is contained within a line projecting (see Diagram 10.4.4B): (i) at a distance of 3 m from the window; and	No dwelling is north of a window of a habitable room of another dwelling on the same site, which between 30 degrees west of north and 30 degrees east of north, because not dwellings comply with diagram 10.4.4B (see above). That aside, dwelling north of other dwellings on the same site are separated by more than 3m.	NA

	(ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal. (b) The multiple dwelling does not cause the habitable room to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June. (c) That part, of a multiple dwelling, consisting of: (i) an outbuilding with a building height no more than 2.4 m; or (ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m horizontally from the multiple dwelling.		
	A3 A multiple dwelling, that is to the north of the private open space, of another dwelling on the same site, required in accordance with A2 or P2 of subclause 10.4.3, must be in accordance with (a) or (b), unless excluded by (c): (a) The multiple dwelling is contained within a line projecting (see Diagram 10.4.4C): (i) at a distance of 3 m from the northern edge of the private open space; and (ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal. (b) The multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June.	Dwellings 6-8 are arguably north of dwellings 10-12; and dwellings 10 is north of dwelling 11, while dwelling 11 is north of dwelling 12, in terms of POS. The proposal does not comply with (a); however, the proposal complies with (b) by having no dwelling overshadowing the POS of another dwelling for at least 3hours between 9am-3pm on 21 June.	Yes

	(c) That part, of a multiple dwelling, consisting of: (i) an outbuilding with a building height no more than 2.4 m; or (ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m horizontally from the multiple dwelling.		
10.4.5 Width of openings for garages and carports for all dwellings	A1 A garage or carport within 12 m of a primary frontage (whether the garage or carport is free-standing or part of the dwelling) must have a total width of openings facing the primary frontage of not more than 6 m or half the width of the frontage (whichever is the lesser).	No garage or carports to be within 12 m of a primary frontage.	Yes
10.4.6 Privacy for all dwellings	A1 A balcony, deck, roof terrace, parking space, or carport (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1 m above natural ground level must have a permanently fixed screen to a height of at least 1.7 m above the finished surface or floor level, with a uniform transparency of no more than 25%, along the sides facing a: (a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 3 m from the side boundary; and (b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 4 m from the rear boundary; and (c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is at least 6 m: (i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or	Dwelling type A is to have decks with a finished floor level more than 1m above natural ground level. However, no deck is to be within 3m of the side boundary or 4m of the rear boundary, or 6m of a window or glazed door, to a habitable room of the other dwelling on the same site; or from a balcony, deck, roof terrace. However, dwellings 10-12 are to be within 6m of the POS of dwellings 7-9. These dwellings require screening. The applicant has indicated that screening to a height of 1.7m with 25% transparency is to be provided. Accordingly, a condition is recommended to ensure the screening is provided.	Yes

	(ii) from a balcony, deck, roof terrace or the private open space, of the other dwelling on the same site.		
	A2 A window or glazed door, to a habitable room, of a dwelling, that has a floor level more than 1 m above the natural ground level, must be in accordance with (a), unless it is in accordance with (b): (a) The window or glazed door: (i) is to have a setback of at least 3 m from a side boundary; and (ii) is to have a setback of at least 4 m from a rear boundary; and (iii) if the dwelling is a multiple dwelling, is to be at least 6 m from a window or glazed door, to a habitable room, of another dwelling on the same site; and (iv) if the dwelling is a multiple dwelling, is to be at least 6 m from the private open space of another dwelling on the same site. (b) The window or glazed door: (i) is to be offset, in the horizontal plane, at least 1.5 m from the edge of a window or glazed door, to a habitable room of another dwelling; or (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 (c) 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%.	Windows for dwellings 10, 11 and 12 (with windows, to a habitable room, of a dwelling, that has a floor level more than 1 m above the natural ground level are to be within 6m of the POS of dwellings 7, 8 and 9.	No

	A3 A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of at least: (a) 2.5 m; or (b) 1 m if: (i) it is separated by a screen of at least 1.7 m in height; or (ii) the window, or glazed door, to a habitable room has a sill height of at least 1.7 m above the shared driveway or parking space or has fixed obscure glazing extending to a height of at least 1.7 m above the floor level.	Dwelling type b is to have habitable rooms within 1m of the shared driveway and does not comply with (b).	No
10.4.7 Frontage Fences for all dwellings	A1 A fence (including a free-standing wall) within 4.5 m of a frontage must have a height above natural ground level of not more than: (a) 1.2 m if the fence is solid; or (b) 1.8 m, if any part of the fence that is within 4.5 m of a primary frontage has openings above a height of 1.2 m which provide a uniform transparency of not less than 30% (excluding any posts or uprights).	No Frontage fence is proposed.	

10.4.8 Waste Storage for multiple dwellings	A1 A multiple dwelling must have a storage area, for waste and recycling bins, that is an area of at least 1.5 m² per dwelling and is within one of the following locations: (a) in an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or (b) in a communal storage area with an impervious surface that: (i) has a setback of at least 4.5 m from a frontage; and (ii) is at least 5.5 m from any dwelling; and (iii) is screened from the frontage and any dwelling by a wall to a height of at least 1.2 m above the finished surface level of the storage area.	A communal waste storage area is proposed that complies with the acceptable solution.	Yes
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APPENDIX

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.		NA
	A2 The annual average daily traffic (AADT) of vehicle movements, to and from a site, onto a category 1 or category 2 road, in an area subject to a speed limit of more than 60km/h , must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.		NA
	A3 The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.	Increase in traffic is more than 40vpd. The performance criteria is being addressed and satisfied.	No – comply with PC

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

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

Standard	Acceptable Solution	Proposed	Complies?
E5.6.4 Sight distance at accesses, junctions and level crossings	A1 Sight distances at: (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and (b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.		Yes

APPENDIX

E6.0 Parking and Access Code

Standard	Acceptable Solution	Proposed	Complies?
E6.6 Use Standards			
E6.6.1 Number of Car Parking Spaces	A1 The number of on-site car parking spaces must be: (a) no less than the number specified in Table E6.1 and no more than 10% greater than that number; except if: (i) the site is subject to a parking plan for the area adopted by Council, in which		Yes

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

Standard	Acceptable Solution	Proposed	Complies?
E6.6.4 Number of Bicycle Parking Spaces	A1 The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.		Yes – not required
E 6.7 Development Standards			
E6.7.1 Number of Vehicle Accesses	A1 The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.		Yes
E6.7.2 Design of Vehicular Accesses	A1 Design of vehicle access points must comply with all of the following: (a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – “Access Facilities to Off-street Parking Areas and Queuing Areas” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) in the case of commercial vehicle access; the location, sight distance, geometry and gradient of an access must be designed and constructed to comply with all access driveway provisions in section 3 “Access Driveways and Circulation Roadways” of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities.		Yes

Standard	Acceptable Solution	Proposed	Complies?
E6.7.3 Vehicular Passing Areas Along an Access	A1 Vehicular passing areas must: (a) be provided if any of the following applies to an access: (i) it serves more than 5 car parking spaces; (ii) is more than 30 m long; (iii) it meets a road serving more than 6000 vehicles per day; (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; (c) have the first passing area constructed at the kerb; (d) be at intervals of no more than 30 m along the access.		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.		Yes

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

Standard	Acceptable Solution	Proposed	Complies?
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.		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.		N/A
E6.7.10 Design of Bicycle Parking Facilities	A1 The design of bicycle parking facilities must comply with all the following; (a) be provided in accordance with the requirements of Table E6.2; (b) be located within 30 m of the main entrance to the building.		N/A

Standard	Acceptable Solution	Proposed	Complies?
	A2 The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 "Design of Parking Facilities" and clauses 3.1 "Security" and 3.3 "Ease of Use" of the same Standard.		
E6.7.11 Bicycle End of Trip Facilities	A1 For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycle spaces thereafter.		N/A
E6.7.12 Siting of Car Parking	A1 Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must be located behind the building line of buildings located or proposed on a site except if a parking area is already provided in front of the building line of a shopping centre.		Yes
E6.7.1.13 Facilities for Commercial vehicles	A1 Commercial vehicles facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2 : Commercial. Vehicle Facilities AS 2890.2:2002, unless:		Yes

Standard	Acceptable Solution	Proposed	Complies?
	(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.		Yes

APPENDIX

E7.0 Stormwater Management Code

Standard	Acceptable Solution	Proposed	Complies?
E7.7 Development Standards			
E7.7.1 Stormwater Drainage and Disposal	A1 Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.		Yes
	A2 A stormwater system for a new development must incorporate water sensitive urban design principles R1 for the treatment and disposal of stormwater if any of the following apply: (a) the size of new impervious area is more than 600 m²;		No – proposed to comply with P2

Standard	Acceptable Solution	Proposed	Complies?
	(b) new car parking is provided for more than 6 cars; (c) a subdivision is for more than 5 lots.		
	A3 A minor stormwater drainage system must be designed to comply with all of the following: (a) be able to accommodate a storm with an ARI of 20 years in the case of non-industrial zoned land and an ARI of 50 years in the case of industrial zoned land, when the land serviced by the system is fully developed; (b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.		Yes
	A4 A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.		Yes

APPENDIX

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.	There are works proposed within the Waterway and Coastal Protection area that is not within the building 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.	No development or works within a future Coastal refugia area.	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.	No development or works within Potable Water Supply Area	NA
	A4 Development must involve no new stormwater point discharge into a watercourse, wetland or lake.	no new stormwater point discharge into a watercourse, wetland or lake proposed.	NA
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.	No building and Works Dependent on a Coastal Location.	NA

Standard	Acceptable Solution	Proposed	Complies?
	A2 No Acceptable Solution for dredging and reclamation.	No building and Works Dependent on a Coastal Location.	NA
	A3 No Acceptable Solution for coastal protection works initiated by the private sector.	No building and Works Dependent on a Coastal Location.	NA

APPENDIX

E14 Scenic Landscapes Code

Standard	Acceptable Solution	Proposed	Complies?
E14.7 Development Standards			
E14.7.1 Removal of Bushland within Scenic Landscape Areas.	A1 Removal or disturbance of bushland must comply with both of the following: (a) be on land no less than 50 m (in elevation) from a skyline; (b) be no more than 500 m ² in extent.	a) The land is more than 50m from the skyline; b) The area within the Scenic Landscape Area on the site is less than 500m ² . The proposal complies with the acceptable solution. It is noted that the code only applies to land within the land within the Scenic Landscape Area.	Yes

Standard	Acceptable Solution	Proposed	Complies?
E14.7.2 Appearance of Buildings and Works within Scenic Landscape Areas	A1 Buildings must comply with one of the following: (a) not be visible from public spaces; (b) be an addition or alteration to an existing building that; (i) increases the gross floor area by no more than 25%; (ii) does not increase the building height; (iii) provides external finishes the same or similar to existing.	There are no buildings to be within the Scenic Landscape Area.	Yes
	A2 Works must not be visible from public spaces.	Works (an open spoon drain) is to be within the Scenic Landscape Area. However, the spoon drain is not expected to be visible from public spaces.	Yes

**7. PROPOSED USE AND DEVELOPMENT - BOAT BUILDING
(MANUFACTURING AND PROCESSING) - 100 DERWENT PARK
ROAD, DERWENT PARK**

Author: Planning Officer (Bhavna Gungabison)

Qualified Person: Planning Officer (Bhavna Gungabison)

Property ID: 7671632

REPORT SUMMARY:

Application No.:	PLN-19-264
Applicant:	Johnstone McGee & Gandy Pty Ltd (JMG)
Owner:	Inter Cats (Tasmania) Pty Ltd
Zone:	General Industrial Zone
Use Class	Manufacturing and processing
Application Status:	Discretionary
Discretions:	E2.6.2 Excavation E6.6.1 Number of car parking spaces E11.7.1 Buildings and works within the Waterway and Coastal protection Code E15.7.3 Coastal Inundation Low Hazard Areas E16.7.1 Buildings and works within the Coastal Erosion Hazard Code (The proposal meets all other applicable standards as demonstrated in the attached appendices)
Level 2 Activity?	No
42 Days Expires:	17 Dec 2019
Existing Land Use:	Boat building (Manufacturing and Processing)
Representations:	0
Recommendation:	Approval, subject to conditions

REPORT IN DETAIL:**PROPOSAL**

The application is for the construction of a 30m × 90m 'plate storage' shed to the western side of the site as shown on figure 1 below.

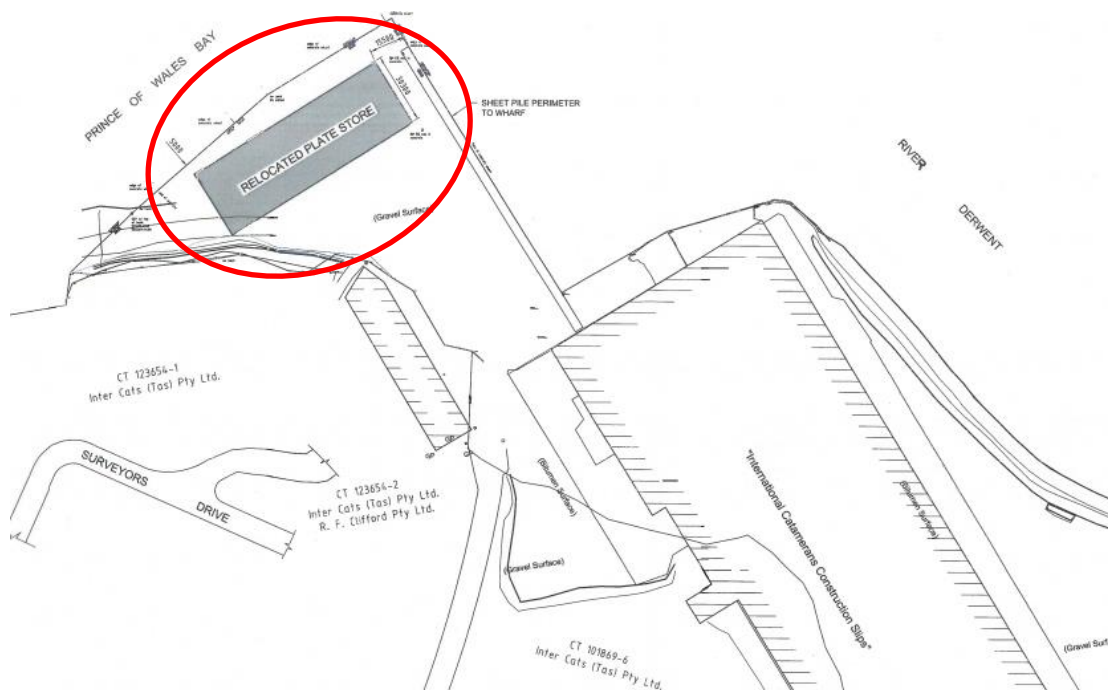


Figure 1: Proposed site plan (proposed shed encircled)

The proposed structure is for the relocation of an existing Plate Store and is required to provide undercover storage and handling of increased aluminium plate options and quantities for the construction of catamarans.

The Plate Store is to be located on reclaimed land contained within an existing sheet piled perimeter wharf area.

The proposed structure is to have a maximum height of 9.6m, with a minimum setback of 5m from the Prince of Wales Bay to the west and 15.5m to the north.

The building is to be constructed on existing hardstand, with natural grey precast panel walls and pale eucalyptus Colorbond steel roof. The building is to have an open internal layout with designated area for aluminium plate stacks, internal bridge cranes and an office and amenities area for employees, who are to be relocated from the main building on the site.

The proposal does not increase the number of employees on the site. The existing approved boat building (manufacturing and processing) use of the site remains unaltered as part of this application.

The proposal relies on performance criteria to comply with applicable standards in the Potentially Contaminated Land code, Parking and Access code, Waterway and Coastal Protection code, Inundation Prone Areas code and Coastal Erosion Hazard code.

SITE and LOCALITY

The subject site is located at the northern end of Derwent Park Road, Derwent Park. The property is irregular in shape and has a front boundary of 18.38m, a depth of approximately 215m and a total area of 7.181ha.

The existing building is located in the middle of the property and vehicular access is via an existing crossover and internal driveway extending to the centre of the site as shown in Figure 2 below.



Figure 2 - An aerial view of the subject site (the arrow indicates the location of the proposed structure) and surrounds.

ZONE

The site is located in the General Industrial zone as shown in Figure 3 below.



Figure 3: A snapshot of the zoning of the site (Purple – General Industrial Zone)

BACKGROUND

- PLN-00834 Jetty for dry dock facility, approved 15/10/01
- PLN-06-04353 Land reclamation within 30m of a listed watercourse (marine development) and construction of a wharf for the purposes of a marine industry, approved 28/07/08
- PLN-11-195 Land reclamation within 30m of a listed water course (Marine development) and construction of a wharf for the purposes of a marine industry (adjacent to 100 Derwent Park Road), approved 09/01/12
- PLN-15-001 Proposed wharf/marina to existing boat building facility (Manufacturing and Processing), approved 09/08/18.
- PLN-16-280 Alterations to boat building structure (Manufacturing and processing) relying on performance criteria, approved 11/01/17
- PLN-17-383 Additions for ancillary storage for boat building (manufacturing and processing), approved 14/05/2018

Reason for GPA determination

The estimated cost of works exceeds \$500,000.00 and therefore needs to be determined at the Glenorchy Planning Authority. An extension of time was granted by the applicant till the 17th Dec 2019.

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 this site.

No conflict between zone and code provisions.

Use Class Description (Table 8.2):

The proposal is for a storage building addition to an existing approved use of Boat Building, which fits within the use class of Manufacturing and Processing.

Manufacturing and Processing means use of land for manufacturing, assembling or processing products other than Resource processing. Examples include boat building, brick making, cement works, furniture making, glass manufacturing, metal and wood fabrication, mineral processing and textile manufacturing.

Other relevant definitions (Clause 4.1):

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

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

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

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

Part C: Special Provisions

No special provision of the Scheme applies to this proposal.

Part D: Zones

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

Zone Purpose Statements

- 25.1.1.1 *To provide for manufacturing, processing, repair, storage and distribution of goods and materials where there may be impacts on neighbouring uses.*
- 25.1.1.2 *To provide industrial activity with good access to strategic transport networks.*
- 25.1.1.3 *To promote efficient use of existing industrial land stock.*
- 25.1.1.4 *To restrict intensification of existing non-conforming uses.*
- 25.1.1.5 *To provide industrial activity with good access to strategic transport networks.*

Comment:

The proposal is considered to be consistent with the purpose of the General Industrial zone because the proposal is an addition to an existing industrial use that has good

access to strategic transport networks and promotes efficient use of existing industrial land stock.

Use Table

Manufacturing and Processing use is a permitted use within the General Industrial zone. However, the proposal is discretionary due to reliance on performance criteria to comply with the applicable standards in the Potentially Contaminated Land Code, Parking and Access Code, Waterway and Coastal protection Code, Inundation Code and the Coastal Erosion Hazard Code.

Use Standards

There are no use standards in the General Industrial zone.

Development Standards for Buildings or Works

The proposal is assessed as satisfying the acceptable solutions of the applicable standards in the General Industrial zone.

Part E: Codes

The following codes of the Scheme apply to this proposal:

E2.0 Potentially Contaminated Land Code

The site is subject to the Potentially Contaminated Land Code, since history of the site suggests that potentially contaminating activities may have taken place on or near the site. As a result, the development standard of the code needs to be addressed.

E2.6.2 Excavation

The excavation standard does not provide for an acceptable solution and therefore the performance criteria P1 needs to be addressed as follows:

Excavation does not adversely impact on health and the environment, having regard to:

- (a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or*
- (b) a plan to manage contamination and associated risk to human health and the environment that includes:*
 - (i) an environmental site assessment;*
 - (ii) any specific remediation and protection measures required to be implemented before excavation commences; and*
 - (iii) a statement that the excavation does not adversely impact on human health or the environment.*

Comment:

A Geotechnical Site Assessment was submitted to address the issue of potentially contaminated land, by providing a plan to manage any contaminated soils and confirmed that the soils would not adversely impact human health and the environment.

Furthermore, the proposal was referred to Council's Environmental Health Officer, who has reviewed the site assessment report and has provided comments in the referral section of the report. The Environmental Health Officer is in favour of the proposal.

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

E6.0 Parking and Access Code

E6.6.1 Number of Carparking Spaces

The Manufacturing and Processing use requires one (1) car parking space per 50m² of floor area as per Table E6.1. Therefore, additional 54 car parking spaces are triggered for the new storage building. No additional parking is proposed as part of the application and therefore relies on performance criteria P1.

The proposed building is to provide additional sheltered storage for aluminium plates and cranes, utilised during catamaran construction. The storage building is to sustain the boat building use of the site and no additional staff members are to be employed.

The proposal is therefore not expected to create additional traffic movements from the current arrangement and the existing demand for car parking is not expected to increase. The proposal was referred to Council's Development Engineer who has investigated the shortfall in car parking proposed and has determined that the site has ample parking due to the shift work arrangement of the site.

The proposal is assessed as satisfying the performance criteria because there is enough car parking provided on-site to meet the reasonable needs of all users of the approved use and the proposed development. The proposal is assessed as meeting the standard.

Please refer to Council's Development Engineer's comments in the referral section of the report.

E7.0 Stormwater Management Code

The proposal is to connect to the existing stormwater management infrastructure onsite and therefore complies with the applicable acceptable solutions of the code. The proposal was referred to Council's Development Engineer who is satisfied with the proposal and has provided comments in the referral section of the report.

E11.0 Waterway and Coastal Protection Code

The proposal is to be located within the Waterway and Coastal Protection Area as shown in Figure 4 below.

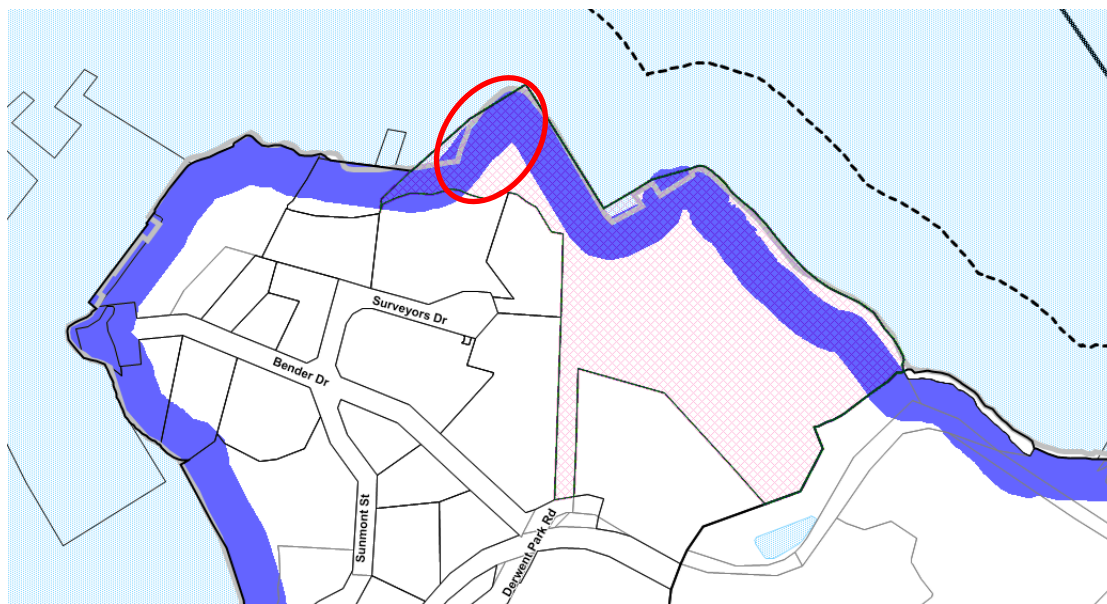


Figure 4: Waterway and Coastal Protection Code (blue) and proposed location of storage building (encircled)

The development standard below applies.

E11.7.1 Buildings and Works

The proposal is not within a building area on a plan of subdivision approved under this planning scheme, therefore, the proposal relies on performance criteria P1 which requires the following:

Buildings and works within a Waterway and Coastal Protection Area must satisfy all of the following:

- (a) *avoid or mitigate impact on natural values;*
- (b) *mitigate and manage adverse erosion, sedimentation and runoff impacts on natural values;*
- (c) *avoid or mitigate impacts on riparian or littoral vegetation;*
- (d) *maintain natural streambank and streambed condition, (where it exists);*
- (e) *maintain in-stream natural habitat, such as fallen logs, bank overhangs, rocks and trailing vegetation;*
- (f) *avoid significantly impeding natural flow and drainage;*
- (g) *maintain fish passage (where applicable);*
- (h) *avoid landfilling of wetlands;*
- (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.*

Comment:

The proposed building is to be constructed on existing hardstand which minimises the need for excavation and earth works.

A soil and water management plan is recommended as standard condition to manage and mitigate erosion, sedimentation and runoff during construction. The requirements (c) – (h) are not applicable to this proposal and no works are proposed within the watercourse.

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

E15.0 Inundation Prone Areas Code

The proposal is located within a Coastal Inundation Low Hazard Areas for the section encircled in Figure 5 below.

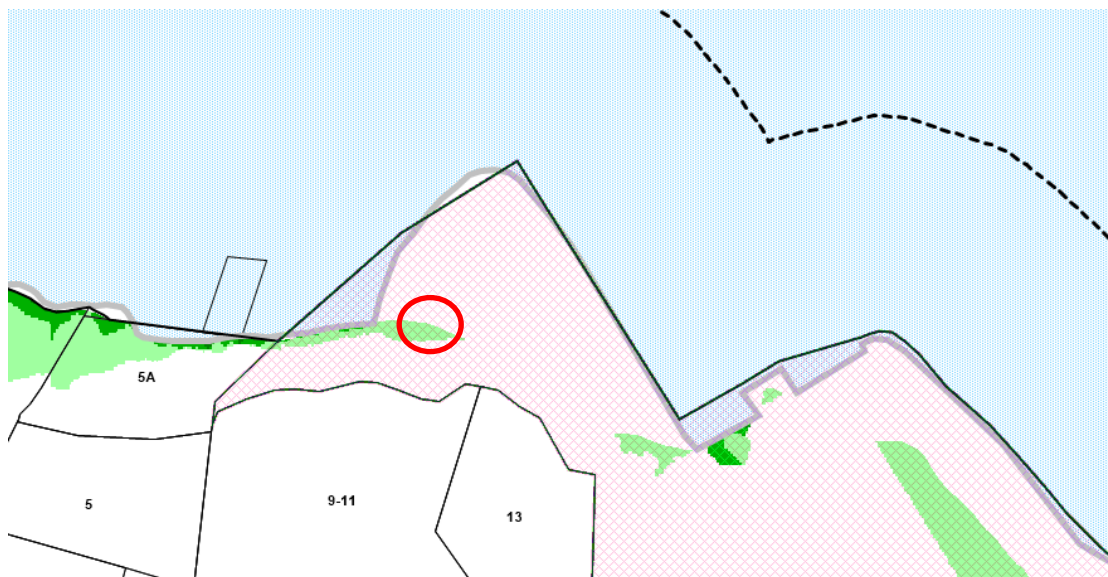


Figure 5: A small section of the proposed building is to be located on the encircled section of the Coastal Inundation Prone Area.

The proposal is therefore subject to the E15.7.3 Coastal Inundation Low Hazard Areas standard.

E15.7.3 Coastal Inundation Low Hazard Areas

The proposed store is classified as a non-habitable building that is to be more than 60m². As a result, the proposal does not comply with the acceptable solution and therefore relies on performance criteria, which requires the following:

A non-habitable building to satisfy all of the following:

- (a) risk to users of the site, adjoining or nearby land is acceptable;*
 - (b) risk to adjoining or nearby property or public infrastructure is acceptable;*
 - (c) need for future remediation works is minimised;*
 - (d) provision of any developer contribution required pursuant to policy adopted by Council for coastal protection works;*
- except if it is a building dependent on a coastal location*

Comment:

The building is to be constructed on the existing hardstand currently utilised as outdoor/unsheltered storage for aluminium plates. The location is on existing reclaimed land with sheet pile perimeter. The inundation area affects a small part of the proposed building and is considered as causing minimal risk to users of the site. The proposed development is not expected to cause unacceptable risk to adjoining land or public infrastructure. Requirements (c – d) within the performance criteria are not applicable to this assessment.

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

E16.0 Coastal Erosion Hazard Code

A small section of the proposal involves development on land in the Coastal Erosion Hazard Area, as shown in Figure 6 below.

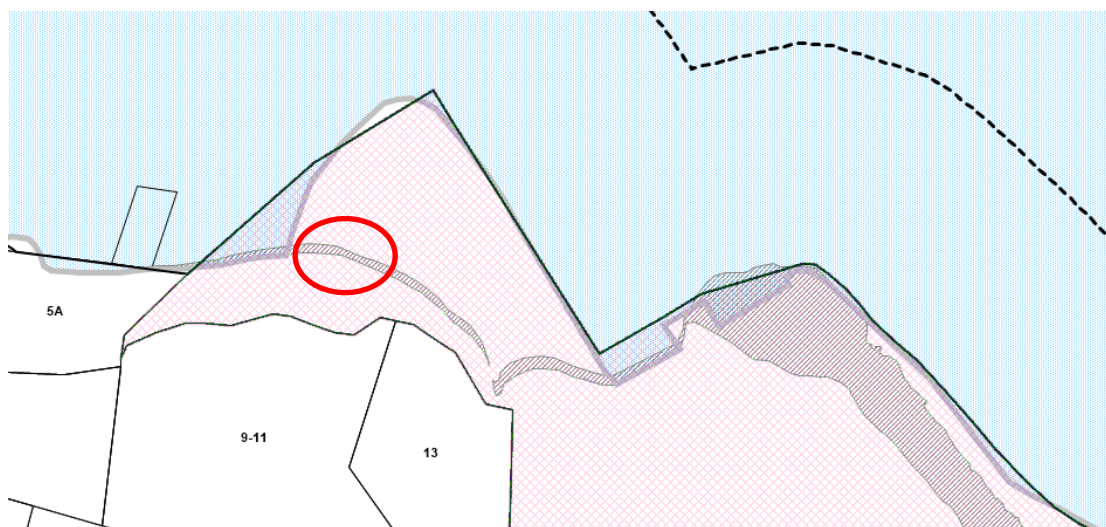


Figure 6: Location of section of proposed building (encircled) within the Coastal Erosion Hazard Area.

The development standard below applies.

E16.7.1 Buildings & Works

There is no acceptable solution and so the proposal relies on performance criteria, which requires buildings and works to 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;*
- (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;*
- (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;*
- (d) *need for future remediation works is minimised;*

- (e) *health and safety of people is not placed at risk;*
- (f) *important natural features are adequately protected;*
- (g) *public foreshore access is not obstructed where the managing public authority requires it to continue to exist;*
- (h) *access to the site will not be lost or substantially compromised by expected future erosion whether on the proposed site or off-site;*
- (i) *provision of a developer contribution for required mitigation works consistent with any adopted Council Policy, prior to commencement of works;*
- (j) *not be located on an actively mobile landform.*

Comment:

The buildings and works are proposed on existing hardstand with minimal earth works proposed. The foreshore is to remain unaffected by the works due to existing sheet pile perimeter. The proposal is not expected to cause erosion hazard or increased risk level to life on site or on adjoining properties. The existing sheet pile perimeter minimises erosion risks and the proposal is considered as acceptable.

The proposal satisfies the performance criteria and complies with the standard.

PART F: Specific Area Plans

No SAP applies to this site.

INTERNAL REFERRALS

Development Engineer

E5.0 Road and Railway Assets Code

The development complies with Code E5.0 Road and Railway Assets Code; and the safety and efficiency of the road is not expected to be reduced by the proposed development.

The extension is not expected to increase vehicle movements, to and from the site, over 40 vehicle movements and therefore complies with the Acceptable solution A3 of E5.5.1. The site can be accessed off the existing vehicle crossing, and no new access is proposed; this complies with A1 and A2 under the Clause E5.6.2.

E6.0 Parking and Access Code

The development complies with Code E6.0 Parking and Access Code and is considered that the site is capable of being developed and the local traffic conditions are not expected to be significantly affected.

There is no change to the existing parking and access arrangement; and the proposed building extension is not expected to generate additional traffic and parking spaces.

The existing carpark has an existing shortfall but has ample capacity mainly due to the current shift work arrangements employed at the site.

E7.0 Stormwater Management Code

The code is not applicable for the development proposal as there is no new impervious area created as part of the proposal.

The building extension is proposed over an existing paved area. There could be a very minimal increase in the run-off coefficient, but there will be no impact to the existing installed stormwater system.

Other

E3.0 Landslide Code

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

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

There is no new stormwater point of discharge into a watercourse. Therefore, the development application complies with the A4 of E11.7.1.

E15.0 Inundation Prone Areas Code

Given there is no change in the area being utilised for material storage, it is considered that the site is capable of being developed and the risks to inundation are not expected to be increased. The development application can comply with the requirements in the performance Criteria P3 a, b and c under the clause E15.7.3.

Environmental Health Officer

This site was identified as adjoining potentially contaminated land and as such required consideration of E2.0 potentially contaminated land code. Geo-Environmental Solutions (GES) was commissioned to undertake an environmental site assessment (ESA) to determine the extent of contamination, if any, and to provide recommendations to ensure that any contamination would not cause a health and/or environmental impact.

In conclusion to the GES report, it was noted that there are *"no human health guideline exceedances for soil on site, and the site is safe for construction"*.

In addition, Council's Development Engineer has requested a soil and water management plan (SWMP) to be provided prior to building permit approval; this will address the GES recommendation for a SWMP to control erosion of excavated soil and prevent environmental impacts.

Environmental Health does not have any conditions to recommend.

EXTERNAL REFERRALS

TasWater

Pursuant to the *Water and Sewerage Industry Act 2008* (TAS) Section 56P(1) TasWater has assessed the application and has determined that the proposed development does not require a submission from TasWater.

REPRESENTATIONS

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

CONCLUSION

The proposal is relying on the performance criteria to comply with applicable standards of the Potentially Contaminated Land code, Parking and Access code, Waterway and

Coastal Protection code, Inundation Prone Areas code and Coastal Erosion code. The proposal is assessed as satisfying the respective performance criteria and complies with the applicable standards. The application was publicly advertised for the statutory 14-day period and no representations were received.

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

Recommendation:

That a permit be granted for the proposed use and development of Boat building (manufacturing and processing) at 100 Derwent Park Road Derwent Park subject to the following conditions:

Planning

1. Use and development must be substantially in accordance with planning permit application No. PLN-19-264 and Drawing No. P1 submitted on 24/9/19, except as otherwise required by this permit.

Engineering

2. Prior to the issuing of a Building Permit or the commencement of works on site, including demolition (whichever occurs first), submit a Soil and Water Management Plan detailing proposed sediment and erosion control measures to the satisfaction of Council's Development Engineer.

The approved control measures must be installed prior to any disturbance of soil or construction activity such as concrete cutting, demolition and must be regularly inspected and maintained during the construction and demolition period to prevent soil and other materials entering the local stormwater system, roadways or adjoining properties.

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

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

3. The loading and unloading of goods, including building materials and equipment, from vehicles must only be carried out on the land.
4. 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.

Advice to Applicant

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

Other Permits

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

Attachments/Annexures

- 1** Attachment - 100 Derwent Park Road, Derwent Park



APPENDIX A

25.0 General Industrial

Standard	Acceptable Solution	Proposed	Complies
25.4 Development Standards for Buildings and Works			
25.4.1 Building Height	A1 Building height must be no more than: 20m.	The proposed building has a maximum height of 9.6m only.	Yes
25.4.2 Setback	A1 Building setback from frontage must be no less than: 10m.	The building is not proposed along the frontage.	NA
25.4.3 Design	A1 Building design must address the street by complying with all of the following: (a) provide the main pedestrian entrance to the building at the frontage; (b) screen mechanical plant from view from the street and other public spaces; (c) incorporate roof-top service infrastructure, including service plants and lift structures, within the design of the roof.	No change is proposed to the main building of the site and the pedestrian access to the building along the frontage. The proposed building is not visible from the street and no mechanical plants are proposed. Roof-top service infrastructure are to be incorporated into the roof design.	Yes

Standard	Acceptable Solution	Proposed	Complies
24.4.4 Fencing	A1 Fencing must comply with all of the following: (a) fences, walls and gates of greater height than 2.4 m must not be erected within 10 m of the frontage; (b) fences along a frontage must be at least 50% transparent above a height of 1.2 m.	No fencing proposed.	NA

APPENDIX B

E2.0 Potentially Contaminated Land Code

Standard	Acceptable Solution	Proposed	Complies?
E2.5 Use Standards			
E2.5 Use Standards	A1 The Director, or a person approved by the Director for the purpose of this Code: (a) certifies that the land is suitable for the intended use; or (b) approves a plan to manage contamination and associated risk to human health or the environment that will ensure the land is suitable for the intended use.	No change to existing use.	NA

Standard	Acceptable Solution	Proposed	Complies?
E2.6 Development Standards			
E2.6.1 Subdivision	A1 For subdivision of land, the Director, or a person approved by the Director for the purpose of this Code: (a) certifies that the land is suitable for the intended use; or (b) approves a plan to manage contamination and associated risk to human health or the environment, that will ensure the subdivision does not adversely impact on health or the environment and is suitable for its intended use.	Not applicable	NA
E2.6.2 Excavation	A1 No acceptable solution.	Relies on Performance criteria	No – see report

APPENDIX C

E5.0 Road and Railway Assets Code

Standard	Acceptable Solution	Proposed	Complies?
5.5 Use Standards			
E5.5.1 Existing road accesses and junctions	A1 The annual average daily traffic (AADT) of vehicle movements, to and from a site, onto a category 1 or category 2 road, in an area subject to a speed limit of more than 60km/h , must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.	Not applicable	NA
	A2 The annual average daily traffic (AADT) of vehicle movements, to and from a site, onto a category 1 or category 2 road, in an area subject to a speed limit of more than 60km/h , must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.	Not applicable	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.	The proposed storage facility will not generate any additional traffic.	NA

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

Standard	Acceptable Solution	Proposed	Complies?
	A1.2 Buildings, may be: (a) located within a row of existing buildings and setback no closer than the immediately adjacent building; or (b) an extension which extends no closer than: (i) the existing building; or (ii) an immediately adjacent building.	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	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.	Not applicable	NA
E5.6.3 New Level Crossings	A1 No Acceptable Solutions.	Not applicable	NA

Standard	Acceptable Solution	Proposed	Complies?
E5.6.4 Sight distance at accesses, junctions and level crossings	A1 Sight distances at: (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and (b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.		

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	The existing carpark provided has a shortfall, but the proposal will have no impact on or require additional parking. The existing carpark is mainly utilised by employees and an on-site inspection revealed that it is not at capacity.	No – see report

Standard	Acceptable Solution	Proposed	Complies?
	parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (ii) this provision was not used in this planning scheme.		
E6.6.2 Number of Accessible Car Parking Spaces for People with a Disability	A1 Car parking spaces provided for people with a disability must: (a) satisfy the relevant provisions of the Building Code of Australia; (b) be incorporated into the overall car park design; (c) be located as close as practicable to the building entrance.	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). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.		YES
E6.6.4 Number of Bicycle Parking Spaces	A1 The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.	Not applicable	NA

Standard	Acceptable Solution	Proposed	Complies?
E 6.7 Development Standards			
E6.7.1 Number of Vehicle Accesses	A1 The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.		YES
E6.7.2 Design of Vehicular Accesses	A1 Design of vehicle access points must comply with all of the following: (a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – “Access Facilities to Off-street Parking Areas and Queuing Areas” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) in the case of commercial vehicle access; the location, sight distance, geometry and gradient of an access must be designed and constructed to comply with all access driveway provisions in section 3 “Access Driveways and Circulation Roadways” of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities.		YES
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:	Not applicable	NA

Standard	Acceptable Solution	Proposed	Complies?
	(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.		
E6.7.4 On-Site Turning	A1 On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following: (a) it serves no more than two dwelling units; (b) it meets a road carrying less than 6000 vehicles per day.		YES
E6.7.5 Layout of Parking Areas	A1 The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 “Design of Parking Modules, Circulation Roadways and Ramps” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 “Headroom” of the same Standard.		YES

Standard	Acceptable Solution	Proposed	Complies?
E6.7.6 Surface Treatment of Parking Areas	A1 Parking spaces and vehicle circulation roadways must be in accordance with all of the following; (a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway; (b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.		YES
E6.7.7 Lighting of Parking Areas	A1 Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 "Basis of Design" and clause 3.6 "Car Parks" in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.	No change proposed to previously approved carpark	NA
E6.7.8 Landscaping of Parking Areas	A1 Landscaping of parking and circulation areas must be provided where more than 5 car parking spaces are proposed. This landscaping must be no less than 5 percent of the area of the car park, except in the Central Business Zone where no landscaping is required.	No change proposed to previously approved carpark	NA
E6.7.9 Design of Motorcycle Parking Areas	A1 The design of motorcycle parking areas must comply with all of the following:	No change proposed to previously approved carpark	NA

Standard	Acceptable Solution	Proposed	Complies?
	(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.		
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

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

APPENDIX 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.	Connected to existing stormwater system	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.	Connected to existing system	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	Not applicable	NA

Standard	Acceptable Solution	Proposed	Complies?
	accommodated within existing or upgraded public stormwater infrastructure.		
	A4 A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.	Not applicable	NA

APPENDIX F

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.	Relies on performance criteria	No – see report
	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	Not applicable	NA

Standard	Acceptable Solution	Proposed	Complies?
	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.		
	A4 Development must involve no new stormwater point discharge into a watercourse, wetland or lake.	No new stormwater point discharge is proposed into the Prince of Wales Bay	Yes
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
	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 G

E16.0 Coastal Erosion Hazard Code

Standard	Acceptable Solution	Proposed	Complies?
E16.7 Development Standards			
E16.7.1 Buildings and works	A1 No Acceptable Solution	Relies on performance criteria	No – see report
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	NA
	A2 No Acceptable Solution.	Not applicable	NA
	A3 No Acceptable Solution for coastal protection works initiated by the private sector.	Not applicable	NA

**8. PROPOSED USE AND DEVELOPMENT - SINGLE DWELLING - 1
KATANA COURT, AUSTINS FERRY**

Author: Planning Officer (Sylvia Jeffreys)

Qualified Person: Planning Officer (Sylvia Jeffreys)

Property ID: 9634648

REPORT SUMMARY:

Application No.:	PLN-19-287
Applicant:	Prime Design (New Town)
Owner:	P A Kent-Fahey and G P Leung
Zone:	General Residential
Use Class	Residential
Application Status:	Discretionary
Discretions:	10.4.2 P3 Setbacks and building envelopes for all dwellings 10.4.4 P1 Sunlight and overshadowing of all dwellings E6.6.1 P1 Number of Car Parking Spaces (The proposal meets all other applicable standards as demonstrated in the attached appendices)
Level 2 Activity?	No
42 Days Expires:	17 Dec 2019
Existing Land Use:	Vacant
Representations:	0
Recommendation:	Approval, subject to conditions

REPORT IN DETAIL:**PROPOSAL**

The application is for a single dwelling on a vacant corner lot. The proposed dwelling would be constructed from a combination of bricks and timber framing with fibre cement cladding, capped with a skillion steel roof. The proposed dwelling would be partially double storey. The ground floor would accommodate a rumpus, two bedrooms and an alfresco area. The first floor would have one bedroom, open plan living areas, a deck and a single garage. The application is discretionary for the building envelope, window orientation and one parking space shortfall. The proposal is shown in Figure 1.



Figure 1: Proposal Plan - Prime Design

SITE and LOCALITY

The subject property is located at the T-junction of Alexa Drive and Katana Court, Austins Ferry. The property is vacant, has a rectangular shape with an area of 707m² and does not contain any standing vegetation. The property sits above an embankment and has otherwise a gentle slope of approximately 1: 5. The property adjoins two other properties, of which one is vacant and the other (to the north-east) contains a single dwelling. The subject site is shown in Figure 2.



Figure 2: Subject Site - Council Database 2019

ZONE

The subject land is situated within the General Residential zone in red, which also applies to the surrounding land as shown in Figure 3 below.

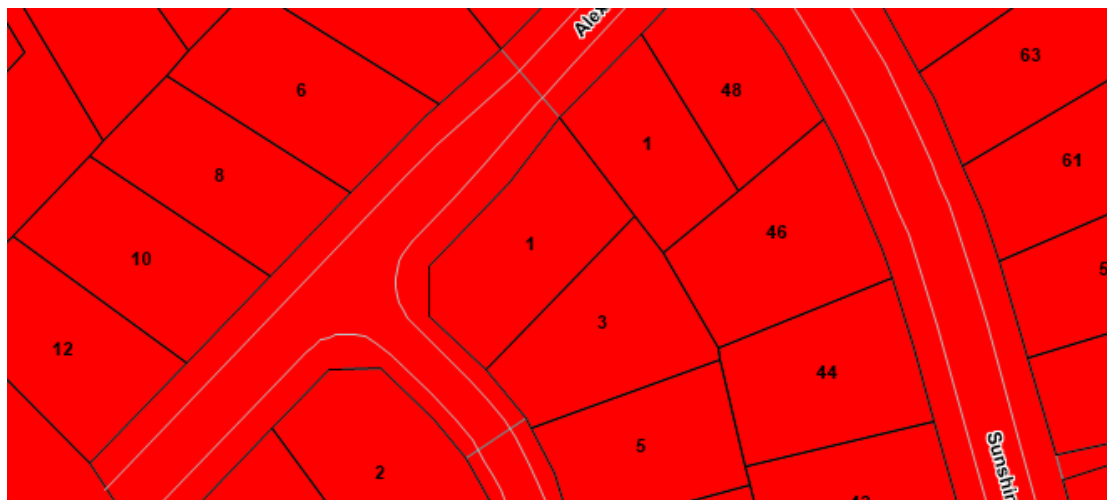


Figure 3: Zoning Map - GIPS 2015

BACKGROUND

There is no background information relevant to this assessment.

ASSESSMENT

STATE POLICIES, OBJECTIVES of LUPAA

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

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

GLENORCHY INTERIM PLANNING SCHEME 2015

Part B: Administration

General Exemptions

Nil.

Limited Exemptions

Nil.

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

No Specific Area Plan applies. The following codes apply and prevail over the relevant Zone provisions if there is any conflict.

- E5.0 Road and Railway Assets Code
- E6.0 Access and Parking Code
- E7.0 Stormwater Management Code

Use Class Description (Table 8.2):

The application is for a Single Dwelling which fits under the use class Residential (Single Dwelling). The use is defined in Table 8.2 Use Classes as follows:

Residential

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

Other relevant definitions (Clause 4.1):

The following meanings in 4.1 Planning Terms and Definitions are applicable:

Single dwelling

Means a dwelling on a lot on which no other dwelling is situated, or a dwelling and an ancillary dwelling on a lot on which no other dwelling is situated.

Dwelling

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

Discretionary Use or Development

The application is discretionary under Clause 8.8 as follows:

The planning authority has discretion to refuse or permit a use or development if:

- (a) the use is within a use class specified in the applicable Use Table as being a use which is discretionary;*
- (b) the use or development complies with each applicable standard but relies upon a performance criterion to do so; or*
- (c) it is discretionary under any other provision of the planning scheme,*
- (d) and the use or development is not prohibited under any other provision of the planning scheme.*

The proposal is discretionary under (b) above as it relies on Performance Criteria as follows:

- 10.4.2 P3 Setbacks and building envelopes for all dwellings
- 10.4.4 P1 Sunlight and overshadowing of all dwellings
- E6.6.1 P1 Number of Car Parking Spaces

Part C: Special Provisions

There are no Special Provisions applicable.

Part D: Zones

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

Zone Purpose Statements

The purpose of the General Residential Zone in 10.1.1 is as follows:

- *To provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided.*
- *To provide for compatible non-residential uses that primarily serve the local community.*
- *To provide for the efficient utilisation of services*

Comment

The proposal accords with the above purpose as it is for residential development utilising serviced land.

Use Table

The use class Residential (Single Dwelling) is 'no permit required' within the General Residential Zone in 10.2 Use Table.

Use Standards

The standards in Clause 10.3 Use Standards specifically relate to non-residential use, visitor accommodation and local shop and are therefore not applicable to this proposal.

Development Standards for Residential Buildings & Works**10.4.2 A3 Setbacks and building envelopes for all dwellings**

The proposal does not accord with the Acceptable Solution in 10.4.2 A3 with regard to the building envelope. Therefore, the proposal relies on the related Performance Criteria as follows:

10.4.2 P3 Setbacks and building envelopes for all dwellings

The siting and scale of a dwelling must:

- (a) *not cause unreasonable loss of amenity by:*
 - (i) *reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot; or*
 - (ii) *overshadowing the private open space of a dwelling on an adjoining lot; or*
 - (iii) *overshadowing of an adjoining vacant lot; or*
 - (iv) *visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and*
- (b) *provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area.*

Comment

The proposed dwelling would be on a slope so that the eastern elevation varies in height from 3.4m to 6.8m, where there is a 3m wide side setback. The height of the eastern wall causes the proposed building to be marginally outside the building envelope for a small section of the rear 3m of the wall.

The neighbouring property adjoining on the southeast is vacant. It is considered that the proposal accords with the above Performance Criteria for the following reasons.

- Overshadowing of the adjoining lot would be minimal because there would be a large setback of 3m and the height of the wall is only marginally outside the building envelope.
- It is not considered that the east elevation would cause unreasonable visual impact as it is only marginally outside the building envelope.
- The proposed setback of 3m would be more than what most dwellings have further down the street and is therefore considered compatible with that of the surrounding area.

Therefore, the proposal complies with the standard through the Performance Criteria.

10.4.4 A1 Sunlight and overshadowing of all dwellings

The proposal does not accord with the Acceptable Solution in 10.4.4 A1 with regards to window orientation. Therefore, the proposal relies on the related Performance Criteria as follows:

10.4.4 P1 Sunlight and overshadowing of all dwellings

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

Comment

There are large living room windows proposed on the north elevation and the west elevation. These windows are orientated 40° east of north and 40° west of north, instead of 30° required by the Acceptable Solution. Nevertheless, having large windows on both elevations ensures that sufficient sunlight would enter the living areas.

Therefore, the proposal complies with the standard through the Performance Criteria.

Part E: Codes

E5.0 Road and Rail Asset Code

The proposal accords with the relevant Acceptable Solutions as demonstrated in the attached Appendix. For further comments please refer to the Engineering Assessment under the Referrals section later in this report.

E6.0 Parking and Access Code

E6.6.1 A1 Number of Car Parking Spaces

The proposal does not accord with the Acceptable Solution in E6.6.1 A1 Number of Car Parking Spaces. Therefore, the proposal relies on the related Performance Criteria as follows:

E6.6.1 P1 Number of Car Parking Spaces

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

- (a) car parking demand;

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

Comment

The proposal provides for one parking space within the garage. The driveway is not suitable for a second carpark as it does not have the required grades to comply with the relevant engineering standard, although the driveway complies with engineering standards. Therefore, it is proposed to only have one parking space. The Engineering Referral later in this report assessed that a shortfall of one space could be accommodated at this location, as on-street parking would be available. In addition, there would be also public transport available.

Therefore, the proposal complies with the standard through the Performance Criteria.

E7.0 Stormwater Management Code

The proposal accords with the relevant Acceptable Solutions as demonstrated in the attached Appendix. For further comments please refer to the Engineering Assessment under the Referrals section later in this report.

PART F: Specific Area Plans

No Specific Area Plan applies.

INTERNAL REFERRALS

Development Engineer

Comments

The proposal is for the construction of a single dwelling on a steep allotment that is fully serviced with a fully constructed driveway crossing.

E5.0 Road and Railway Assets Code

The development complies with Code E5 Road and Railway Assets Code; and the safety and efficiency of the road is not expected to reduce by the proposed development. The development is not expected to increase vehicle movements, to and from the site, over 40 vehicle movements and therefore complies with the Acceptable solution A3 of E5.5.1. The site can be accessed off the proposed newly constructed vehicle crossing, and no new access is proposed; this complies with A1 and A2 under the Clause E5.6.2.

E6.0 Parking and Access Code

The proposal indicates that one on-site parking space is available. The paved area of driveway has an area that could otherwise accommodate space for a vehicle but does not comply with the Australian Standard in relation to longitudinal gradient and crossfall. Therefore, the development does not comply with E6.6.1 Number of Parking Spaces, which requires two spaces. However, the shortfall of one space complies with the requirements of the Performance Criteria E6.6.1 P1 (b) of the Planning Scheme.

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

E7.0 Stormwater Management Code

This code applies to development requiring management of stormwater. This code does not apply to use. There are no stormwater management code issues associated with this application. A condition is recommended that internal stormwater comply with the requirements of Councils Plumbing Surveyor to comply with the requirements of the acceptable solution of clause E7.7.1 A1 Stormwater Drainage and Disposal. The clause requires that Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.

Other

E3.0 Landslide Code

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

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

There is no new stormwater point of discharge into a watercourse. Therefore, the development application complies with the A4 of E11.7.1

E15.0 Inundation Prone Areas Code

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

EXTERNAL REFERRALS

TasWater

Pursuant to the Water and Sewerage Industry Act 2008 (TAS) Section 56P(1) TasWater has determined that no referral is required.

REPRESENTATIONS

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

CONCLUSION

The application is for a partially two storey, three-bedroom dwelling on vacant land. The application is discretionary for the building envelope, window orientation and one parking shortfall. The proposed dwelling would be marginally outside the building envelope and would therefore not have any unreasonable amenity impacts. The proposal provides for large windows both on the north and the west elevation so that the living areas would receive enough sunlight. In terms of a parking shortfall of one space, it is assessed that there would be sufficient on-street parking available within the street. In addition, there is also public transport available. The application was advertised for the statutory 14-days, with no representations received.

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

Recommendation:

That a permit be granted for the proposed use and development of Single dwelling at 1 Katana Court Austins Ferry subject to the following conditions:

Planning

1. Use and development must be substantially in accordance with planning permit application No. PLN-19-287 and Drawing No. P1 submitted on 16/10/19, except as otherwise required by this permit.

Engineering

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

The approved Soil and Water Management Plan (SWMP) forms part of this permit and must be complied with. 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.

3. The loading and unloading of goods, including building materials and equipment, from vehicles must only be carried out on the land.
4. The design and construction of the driveway, parking, access and turning areas must generally comply with the Australian Standard, Parking facilities, Part 1: Off-Street Car parking, AS 2890.1 – 2004, to the satisfaction of the Council's Development Engineer. Drawings showing the driveway details must be in accordance with the Australian Standard and be 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 shall not exceed the maximum gradient of 25%;
 - b. All runoff from paved areas must be discharged into Council's stormwater system;
 - c. The gradient of any parking areas must not exceed 5%; and
 - d. Minimum carriageway width is to be no less than 3.00 metres.
 - e. One (1) car parking space must be provided prior to the use commencing and kept available for these purposes at all times. Car parking spaces, manoeuvring areas and aisles must be provided in accordance with the Australian Standard AS 2890.1 – 2004 Off-Street Parking.
5. All internal hydraulic service works required for the development shall be at the Developer's expense and must comply with the requirements of Council's Plumbing Surveyor. Any alterations or works to Council mains shall be undertaken by Council at the developer's cost.

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.

Other Services

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

Attachments/Annexures

- 1** Attachment - 1 Katana Court, Austins Ferry



APPENDIX

10.0 General Residential Zone

Standard	Acceptable Solution	Proposed	Complies?
10.4 Development Standards for Residential Buildings and Works			
10.4.1 Residential density for multiple dwellings	A1 Multiple dwellings must have a site area per dwelling of not less than: (a) 325m ² ; or (b) if within a density area specified in Table 10.4.1 below and shown on the planning scheme maps, that specified for the density area.		NA
10.4.2 Setbacks and building envelopes for all dwellings	A1 Unless within a building area, a dwelling, excluding protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m into the frontage setback, must have a setback from a frontage that is: (a) if the frontage is a primary frontage, at least 4.5 m, or, if the setback from the primary frontage is less than 4.5 m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or (b) if the frontage is not a primary frontage, at least 3 m, or, if the setback from the frontage is less than 3 m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site; or	Primary frontage – front setback 6.456m Secondary frontage – 3.405m	Yes

	(c) if for a vacant site with existing dwellings on adjoining sites on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or (d) if the development is on land that abuts a road specified in Table 10.4.2, at least that specified for the road.		
	A2 A garage or carport must have a setback from a primary frontage of at least: (a) 5.5 m, or alternatively 1 m behind the façade of the dwelling; or (b) the same as the dwelling façade, if a portion of the dwelling gross floor area is located above the garage or carport; or (c) 1 m, if the natural ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10 m from the frontage.		
	A3 A dwelling, excluding outbuildings with a building height of not more than 2.4 m and protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m horizontally beyond the building envelope, must: (a) be contained within a building envelope (refer to Diagrams 10.4.2A, 10.4.2B, 10.4.2C and 10.4.2D) determined by: (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5 m from the rear boundary of a lot with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3 m above natural ground	Front setback 6.456m Secondary frontage 3.309m Side setback SE: 3m (6.8m wall) Side setback NE: 14.945m	No – discretion

	level at the side boundaries and a distance of 4 m from the rear boundary to a building height of not more than 8.5 m above natural ground level; and (b) only have a setback within 1.5 m of a side boundary if the dwelling: (i) does not extend beyond an existing building built on or within 0.2 m of the boundary of the adjoining lot; or (ii) does not exceed a total length of 9 m or one-third the length of the side boundary (whichever is the lesser).		
10.4.3 Site coverage and private open space for all dwellings	A1 Dwellings must have: (a) a site coverage of not more than 50% (excluding eaves up to 0.6 m); and (b) for multiple dwellings, a total area of private open space of not less than 60 m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and (c) a site area of which at least 25% of the site area is free from impervious surfaces.	(a) Site coverage less than 50% (b) NA (c) More than 25%	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	The proposal provides for two decks for private outdoor space, one above the other, with an area each of 32m². The deck on the ground floor is accessible from the rumpus room, whilst the deck on the first floor is accessible from the living areas. The decks are orientated northeast.	Yes

	above the finished ground level (excluding a garage, carport or entry foyer); and (b) has a minimum horizontal dimension of: (i) 4 m; or (ii) 2 m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and (c) is directly accessible from, and adjacent to, a habitable room (other than a bedroom); and (d) is not located to the south, south-east or south-west of the dwelling, unless the area receives at least 3 hours of sunlight to 50% of the area between 9.00am and 3.00pm on the 21st June; and (e) is located between the dwelling and the frontage, only if the frontage is orientated between 30 degrees west of north and 30 degrees east of north, excluding any dwelling located behind another on the same site; and (f) has a gradient not steeper than 1 in 10; and (g) is not used for vehicle access or parking.		
10.4.4 Sunlight and overshadowing of all dwellings	A1 A dwelling must have at least one habitable room (other than a bedroom) in which there is a window that faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A).	40° east and west of north	No – discretion

	A2 A multiple dwelling that is to the north of a window of a habitable room (other than a bedroom) of another dwelling on the same site, which window faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A), must be in accordance with (a) or (b), unless excluded by (c): (a) The multiple dwelling is contained within a line projecting (see Diagram 10.4.4B): (i) at a distance of 3 m from the window; and (ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal. (b) The multiple dwelling does not cause the habitable room to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June. (c) That part, of a multiple dwelling, consisting of: (i) an outbuilding with a building height no more than 2.4 m; or (ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m horizontally from the multiple dwelling.		NA
	A3 A multiple dwelling, that is to the north of the private open space, of another dwelling on the same site, required in accordance with A2 or P2 of subclause 10.4.3, must be in accordance with (a) or (b), unless excluded by (c): (a) The multiple dwelling is contained within a line projecting (see Diagram 10.4.4C):		

	(i) at a distance of 3 m from the northern edge of the private open space; and (ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal. (b) The multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June. (c) That part, of a multiple dwelling, consisting of: (i) an outbuilding with a building height no more than 2.4 m; or (ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m horizontally from the multiple dwelling.		
10.4.5 Width of openings for garages and carports for all dwellings	A1 A garage or carport within 12 m of a primary frontage (whether the garage or carport is free-standing or part of the dwelling) must have a total width of openings facing the primary frontage of not more than 6 m or half the width of the frontage (whichever is the lesser).	Opening 3.5m	Yes
10.4.6 Privacy for all dwellings	A1 A balcony, deck, roof terrace, parking space, or carport (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1 m above natural ground level must have a permanently fixed screen to a height of at least 1.7 m above the finished surface or floor level, with a uniform transparency of no more than 25%, along the sides facing a:	The proposed dwelling would have a deck on the first floor which is 7.38m from a side boundary	Yes

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

	(b) The window or glazed door: (i) is to be offset, in the horizontal plane, at least 1.5 m from the edge of a window or glazed door, to a habitable room of another dwelling; or (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 (c) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of at least 1.7 m above floor level, with a uniform transparency of not more than 25%.		
	A3 A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of at least: (a) 2.5 m; or (b) 1 m if: (i) it is separated by a screen of at least 1.7 m in height; or (ii) the window, or glazed door, to a habitable room has a sill height of at least 1.7 m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of at least 1.7 m above the floor level.		NA

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

APPENDIX

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.		NA
	A2 The annual average daily traffic (AADT) of vehicle movements, to and from a site, onto a category 1 or category 2 road, in an area subject to a speed limit of more than 60km/h , must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.		NA
	A3 The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.	Estimate AADT is 7.4	YES

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

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

Standard	Acceptable Solution	Proposed	Complies?
E5.6.4 Sight distance at accesses, junctions and level crossings	A1 Sight distances at: (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and (b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.	Complies with E5.1	YES

APPENDIX

E6.0 Parking and Access Code

Standard	Acceptable Solution	Proposed	Complies?
E6.6 Use Standards			
E6.6.1 Number of Car Parking Spaces	A1 The number of on-site car parking spaces must be: (a) no less than the number specified in Table E6.1 and no more than 10% greater than that number; except if: (i) the site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (ii) this provision was not used in this planning scheme.	The proposal is to provide one on-site parking space only. The gradient of the site restricts the provision to provide compliance with the Acceptable Solution but meets the performance criteria P1(b) because of the availability of on-street parking.	No-discretion

Standard	Acceptable Solution	Proposed	Complies?
E6.6.2 Number of Accessible Car Parking Spaces for People with a Disability	A1 Car parking spaces provided for people with a disability must: (a) satisfy the relevant provisions of the Building Code of Australia; (b) be incorporated into the overall car park design; (c) be located as close as practicable to the building entrance.	No requirement	NA
E6.6.3 Number of Motorcycle Parking Spaces	A1 The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.	No requirement	NA
E6.6.4 Number of Bicycle Parking Spaces	A1 The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.	No requirement	NA
E 6.7 Development Standards			
E6.7.1 Number of Vehicle Accesses	A1 The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.	Existing Access to Katana Court to be utilised.	YES

Standard	Acceptable Solution	Proposed	Complies?
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.		NA
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;	Not required	NA

Standard	Acceptable Solution	Proposed	Complies?
	(d) be at intervals of no more than 30 m along the access.		
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.	Not required	NA
E6.7.5 Layout of Parking Areas	A1 The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 "Headroom" of the same Standard.	Complies with AS2890.1.2004	YES
E6.7.6 Surface Treatment of Parking Areas	A1 Parking spaces and vehicle circulation roadways must be in accordance with all of the following; (a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway; (b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.		YES

Standard	Acceptable Solution	Proposed	Complies?
E6.7.7 Lighting of Parking Areas	A1 Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 "Basis of Design" and clause 3.6 "Car Parks" in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.	Not required	NA
E6.7.8 Landscaping of Parking Areas	A1 Landscaping of parking and circulation areas must be provided where more than 5 car parking spaces are proposed. This landscaping must be no less than 5 percent of the area of the car park, except in the Central Business Zone where no landscaping is required.	Not required	NA
E6.7.9 Design of Motorcycle Parking Areas	A1 The design of motorcycle parking areas must comply with all of the following: (a) be located, designed and constructed to comply with section 2.4.7 "Provision for Motorcycles" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) be located within 30 m of the main entrance to the building.		
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;	Not required	NA

Standard	Acceptable Solution	Proposed	Complies?
	(b) be located within 30 m of the main entrance to the building.		
	A2 The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 "Design of Parking Facilities" and clauses 3.1 "Security" and 3.3 "Ease of Use" of the same Standard.	Not required	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 required	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.		YES
E6.7.1.13 Facilities for Commercial Vehicles	A1 Commercial vehicles facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2 : Commercial. Vehicle Facilities AS 2890.2:2002, unless:	Not required	NA

Standard	Acceptable Solution	Proposed	Complies?
	(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.		YES

APPENDIX

E7.0 Stormwater Management Code

Standard	Acceptable Solution	Proposed	Complies?
E7.7 Development Standards			
E7.7.1 Stormwater Drainage and Disposal	A1 Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.	Connection will be to existing 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.	Not required	NA

Standard	Acceptable Solution	Proposed	Complies?
	A3 A minor stormwater drainage system must be designed to comply with all of the following: (a) be able to accommodate a storm with an ARI of 20 years in the case of non-industrial zoned land and an ARI of 50 years in the case of industrial zoned land, when the land serviced by the system is fully developed; (b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.		YES
	A4 A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.		NA

**9. PROPOSED USE AND DEVELOPMENT - THIRTEEN (13)
MULTIPLE DWELLINGS - 15 GEORGE STREET GRANTON**

Author: Planning Officer (Chantelle Griffin)

Qualified Person: Planning Officer (Chantelle Griffin)

Property ID: 7405967

REPORT SUMMARY:

Application No.:	PLN-19-242
Applicant:	Starbox Architecture
Owner:	Housing Choices Tasmania Limited
Zone:	General Residential
Use Class	Residential
Application Status:	Discretionary
Discretions:	Clause 10.4.2 Setbacks and building envelope for all dwellings, Clause 10.4.3 Site coverage and private open space for all dwellings, Clause 10.4.6 Privacy for all dwellings, Clause 10.4.7 Frontage fences for all dwellings, Clause E5.5.1 Existing road accesses and junctions, Clause E5.6.1 Development adjacent to roads and railways and E6.7.1 Number of vehicular accesses (The proposal meets all other applicable standards as demonstrated in the attached appendices)
Level 2 Activity?	No
42 Days Expires:	Extension until 17 Dec 2019
Existing Land Use:	Single Dwelling
Representations:	0
Recommendation:	Approval, subject to conditions

REPORT IN DETAIL:**PROPOSAL**

The proposal is for the demolition of the existing dwelling and construction of thirteen multiple dwellings in two stages on the site. The proposed staging will involve stage one with six dwellings on the southern portion and stage two with the remaining seven dwellings on the northern portion. All dwellings will be single storey, with an open plan living area, amenities, two bedrooms and a carport.

The dwellings will be setback 4.5m from the western front boundary, 0.325m from the north-east side boundary, 1.5m from the south-west side boundary, and 4m from the south-east rear boundary. The building will have a maximum height of 4.989m and will be constructed with timber, brick, fibre cement cladding, aluminium windows and Colorbond roofing. The dwellings will be provided with two car parking spaces each, and with five visitor parking spaces.

Vehicular access will be provided with two accesses via George Street and a footpath adjacent the frontage (Figure 1).

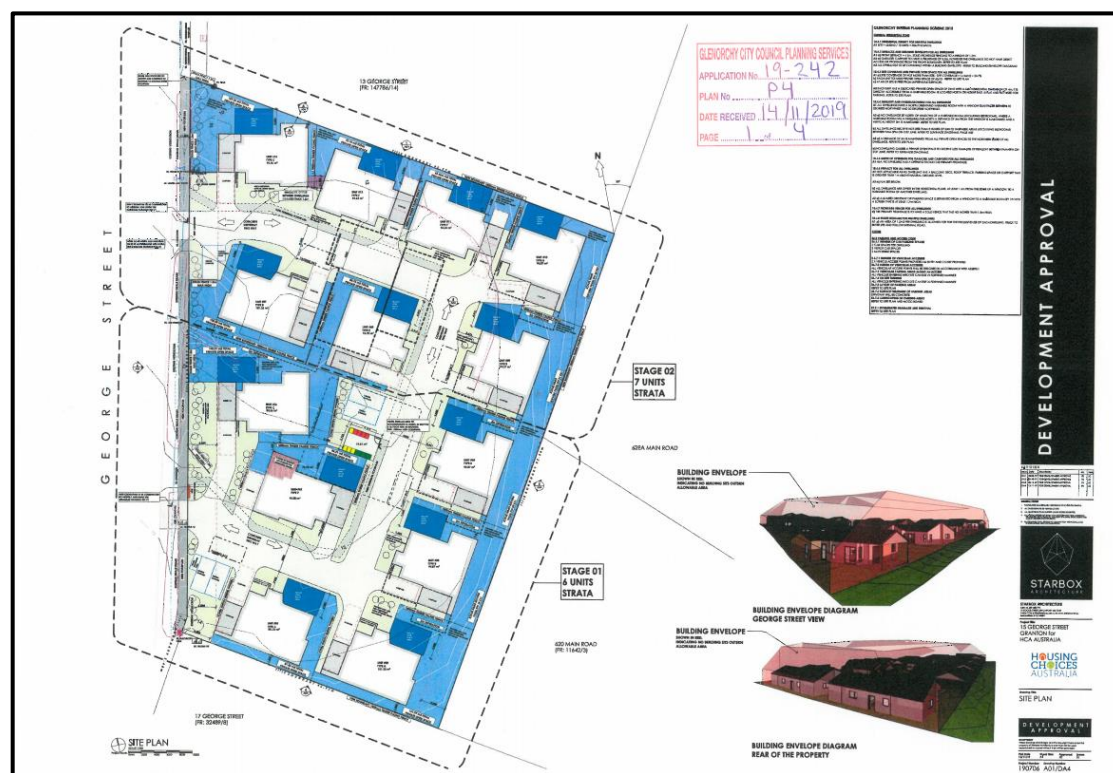


Figure 1: Site Plan of 15 George Street, Granton.

The proposal will rely on performance criteria for Clause 10.4.2 for setbacks and building envelope for all dwellings, Clause 10.4.3 for site coverage and private open space for all dwellings, Clause 10.4.6 for privacy for all dwellings, Clause 10.4.7 for frontage fences for all dwellings, Clause E5.5.1 for existing road accesses and junctions, Clause E5.6.1 for development adjacent to roads and railways and Clause E6.7.1 for number of vehicular accesses.

SITE and LOCALITY

The subject site is located on the eastern side of the George Street, approximately 165m to the south of Main Road, Granton.

The property has a frontage of 86.94m, an average depth of 55m, and a total area of 4640m². The site has a moderate slope and falls toward the north-west, with an average gradient of 1 in 18. The land has a dwelling located on the northern portion of the site and has no significant vegetation. The existing driveway is located on the northern portion, with an informal second access to the south.

The site is located at the border of a General Residential zone with a mix of single dwellings and multiple dwellings (Figure 2). The Particular Purpose Zone 2 – Future Road Corridor and Utilities zone are to the west providing for the Brooker Highway.

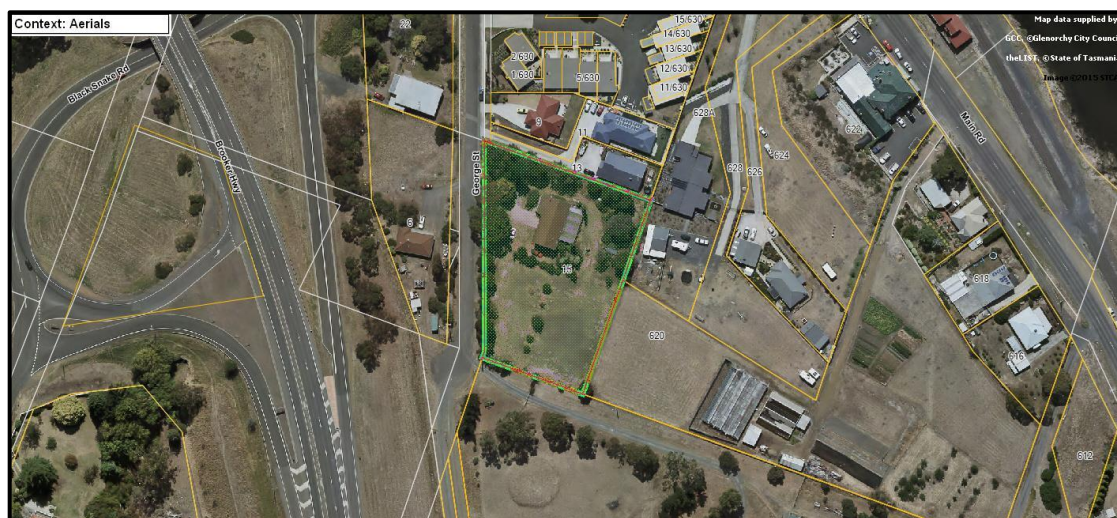


Figure 2: Aerial photo of 15 George Street, Granton.

ZONE

The subject property is within the General Residential zone under the Glenorchy Interim Planning Scheme 2015 (Figure 3).

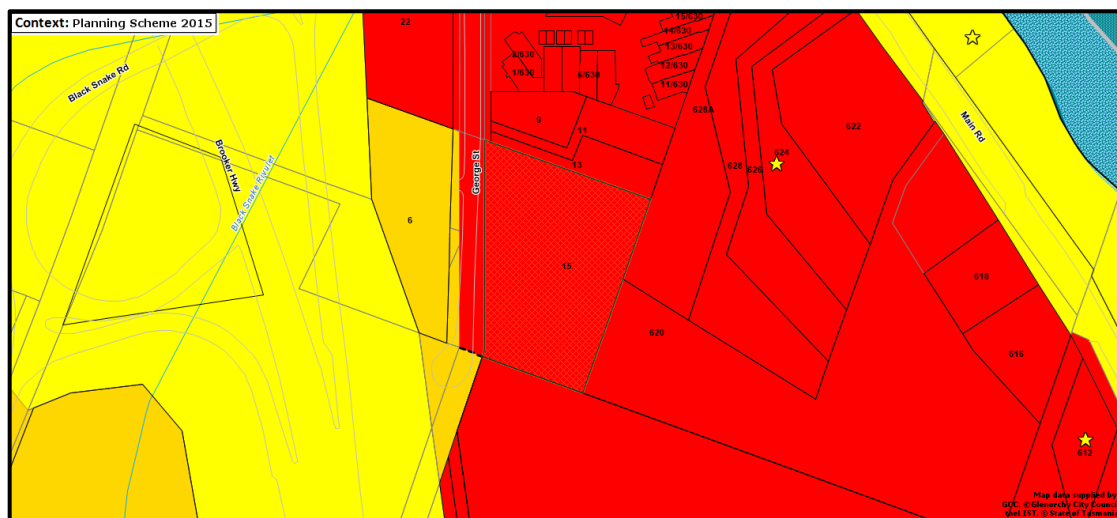


Figure 3: General Residential zone over 15 George Street, Granton.

BACKGROUND

There is no background relevant to this application.

ASSESSMENT

STATE POLICIES, OBJECTIVES of LUPAA

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

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

GLENORCHY INTERIM PLANNING SCHEME 2015

Part B: Administration

General Exemptions

Nil.

Limited Exemptions

Nil.

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

No SAP or code provisions override the zone provisions in this assessment.

Use Class Description (Table 8.2):

The use of Multiple Dwelling is listed within the Residential use class description of the Glenorchy Interim Planning Scheme 2015.

The definition of Residential use class states:

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

Other relevant definitions (Clause 4.1):

Multiple Dwellings

The use of a Multiple Dwellings is defined as the following in Clause 4.1 of the Glenorchy Interim Planning Scheme 2015:

means 2 or more dwellings on a site.

A Dwelling is defined as the following in Clause 4.1 of the Glenorchy Interim Planning Scheme 2015:

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

Discretionary Use or Development (Clause 8.8):

The application is discretionary under Clause 8.8 as follows:

The planning authority has discretion to refuse or permit a use or development if:

- (a) the use is within a use class specified in the applicable Use Table as being a use which is discretionary;*
- (b) the use or development complies with each applicable standard but relies upon a performance criterion to do so; or*
- (c) it is discretionary under any other provision of the planning scheme,*
- (d) and the use or development is not prohibited under any other provision of the planning scheme.*

The proposal is discretionary under (b) above as it relies on Performance Criteria because it does not meet the following Acceptable Solutions:

- Clause 10.4.2 A2 Setbacks and building envelope for all dwellings (location of the carports for Units 1, 6 and 13)
- Clause 10.4.3 A2 Site coverage and private open space for all dwellings (width of private open space for Unit 7 and screening for Units 6, 7 and 13)
- Clause 10.4.6 A3 Privacy for all dwellings (screening between the parking area and Unit 10)
- Clause 10.4.7 A1 Frontage fences for all dwellings (location of side fences between Units 6 and 7)
- Clause E5.5.1 A3 Existing road accesses and junctions (increase in traffic)
- Clause E5.6.1 A1 Development adjacent to roads and railways (location of Units 1, 2, 5, 6, 7, 8, 12 and 13)
- Clause E6.7.1 A1 Number of vehicular accesses (two vehicular accesses)

Part C: Special Provisions

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

9.4 Demolition

The proposal includes demolition; therefore Clause 9.4 of the Scheme applies:

Unless approved as part of another development or prohibited by another provision, an application for demolition may be approved at the discretion of the planning authority having regard to:

- (a) the purpose of the applicable zone;*
- (b) any relevant local area objective or desired future character statement of the applicable zone;*
- (c) the purpose of any applicable code; and*
- (d) the purpose of any applicable specific area plan.*

The proposal will involve demolition of the carport on the site. In this case, the demolition forms part of the application for Multiple Dwellings.

Part D: Zones

The General Residential zone purpose statements in Clause 10.1.1 are as follows:

10.1.1.1

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

10.1.1.2

To provide for compatible non-residential uses that primarily serve the local community.

10.1.1.3

To provide for the efficient utilisation of services.

The proposed multiple dwellings would be consistent with the residential uses for the zone. The development would provide for a range of dwelling types at suburban densities and would efficiently utilise existing infrastructure. Therefore, the proposal is considered to be in accordance with the zone purpose statement in Clause 10.1.1 of the Scheme.

Use Table

The proposed use of 'Multiple Dwellings' is permitted, in accordance with the use table in Clause 10.2 of the Glenorchy Interim Planning Scheme 2015. However, the proposal is discretionary owing to the reliance on performance criteria for Clauses 10.4.2, 10.4.3, 10.4.6, 10.4.7, E5.5.1, E5.6.1 and E6.7.1.

Use Standards

The use standards set out in Clause 10.3 are not applicable to this application.

Development Standards for Residential Buildings & Works

Clause 10.4.2 – Standard A2, Setback

The proposed carports for Units 1, 6 and 13 would require a minimum setback of 5.5m from the eastern front boundary, to be in accordance with Clause 10.4.2 – Standard A2. Whereas the carports would have a setback of 4.8m, 4.7m and 4.5m from the eastern front boundary, respectively. The proposal is considered in accordance with the performance criteria:

A garage or carport must have a setback from a primary frontage that is compatible with the existing garages or carports in the street, taking into account any topographical constraints.

The proposed carports will be within the range of existing setbacks for carports and garages which vary from 4m to 14m along George Street. The property is located near the end of a no-through road and will have be a similar size and scale to neighbouring carports/garages. Therefore, it is considered that reliance on the performance criteria would be acceptable in this instance, and complies with the standard.

Clause 10.4.3 – Standard A2, Site coverage and private open space for all dwellings

Unit 7

The proposed private open space for the exclusive use of the occupants requires at least 24m² in one location with a width of 4m, to be in accordance with Clause 10.4.3 – Standard A2. Whereas the plans show that the private open space for Unit 7 will have 22.5m² with a width of 4m. The proposal is considered in accordance with the performance criteria:

A dwelling must have private open space that:

- (a) includes an area that is capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play that is:*
 - (i) conveniently located in relation to a living area of the dwelling; and*
 - (ii) orientated to take advantage of sunlight*

The dwelling for Unit 7 will have a reasonable amount of private open space with 124m², which exceeds the minimum of 60m². The space would not provide for the full 4m width. However, the proposed design would enable exclusive use for privacy along the frontage with screening. Therefore, a condition has been recommended for landscaping for the purpose of screening the private open space of the unit.

The proposal provides for areas that are capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play, with reasonable access between the living area and private open space. The private open space would have reasonable access to sunlight during the day. Therefore, it is considered that reliance on the performance criteria would be acceptable in this instance, and complies with the standard.

Unit 6 and 13

The proposed private open space for Units 6 and 13 will have screening provided by vegetation, to be in accordance with Clause 10.4.8 – Standard A1. Therefore, a condition has been recommended so the proposal complies with the acceptable solution.

Clause 10.4.6 – Standard A3, Privacy for all dwellings

The proposal would require separation from a shared driveway or parking space of either 2.5m, or 1m if screening or a window sill up to a height of 1.7m from natural ground level is proposed, to be in accordance with Clause 10.4.6 – Standard A3. Whereas the proposal would not provide adequate screening between the parking area for Unit 11 and entry door along the western facade for Unit 10. An opening is provided with screening of less than 50%. The proposal is considered in accordance with the performance criteria in Clause 10.4.6 – P3 as follows:

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

The window for the entry door of Unit 10 is located on the south-west façade, however the door will be in close proximity to the car parking for Unit 11. A partial screen has been provided and given the angle of the parking and manoeuvring for Unit 11, the proposal is unlikely to cause unreasonable detrimental impact from vehicle noise or light intrusion. Therefore, it is considered that reliance on the performance criteria would be acceptable in this instance, and complies with the standard.

Clause 10.4.7 – Standard A1, Frontage fences for all dwellings

The proposed fence can only be solid up to a maximum height of 1.2m and have 30% transparency between 1.2m and 1.8m, to be in accordance with Clause 10.4.7 – Standard A1. Whereas the side fence would be solid up to a height of 1.8m and within 4.5m of the frontage between Units 6 and 7. The proposal is considered in accordance with the performance criteria:

A fence (including a free-standing wall) within 4.5 m of a frontage must:

- (a) provide for the security and privacy of residents, while allowing for mutual passive surveillance between the road and the dwelling; and*
- (b) be compatible with the height and transparency of fences in the street, taking into account the:*
 - (i) topography of the site; and*
 - (ii) traffic volumes on the adjoining road.*

The proposed fence will be running parallel to George Street at least 13m from the vehicular accesses. The existing streetscape includes a mix of internal lots with a range of fences parallel to the frontage. While the solid fences range in height, the front fences in the surrounding area are a mix of brick and timber or provide a reasonable level of transparency. In this instance, the height of the fence would be similar to the neighbouring properties and would provide a reasonable level of passive surveillance between the road and the dwellings. Therefore, it is considered that reliance on the performance criteria would be acceptable in this instance and complies with the standard.

Clause 10.4.8 – Standard A1, Waste storage for all multiple dwellings

The proposal was referred to Council's Waste Management Officer who stated that the multiple dwellings will be provided with shared bins.

The issue was discussed with the applicant who agreed to a location for the communal storage area on the plans, in accordance with Clause 10.4.8 – Standard A1. However, the storage area will need to accommodate the correct number of bins. Therefore, a condition has been recommended so the proposal complies with the acceptable solution.

Part E: Codes

The following codes of the Scheme apply to this proposal:

E5.0 Road and Railway Assets Code

Clause E5.5.1 – Standard A3, Existing road accesses and junctions

The proposal would be required to have an increase of no more than 20% of the annual average traffic (AADT) of vehicle movements or 40 vehicle movements per day, whichever is greater, to be in accordance with Clause E5.5.1 – Standard A3. As the proposal exceeds this, it is considered in accordance with the performance criteria:

Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60km/h or less, must be safe and not unreasonably impact on the efficiency of the road, having regard to:

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

A Traffic Impact Assessment (TIA) undertaken by RK Consulting Engineers dated 2 September 2019 which has been assessed by Council's Transport Engineer. While the proposal will increase the number of traffic movements, the use of multiple dwellings is permitted within the General Residential zone. The road width has already been designed to accommodate the future increase, however the footpath only extends up to the northern boundary of the site.

The nature of the traffic for residential use is in keeping with the existing use of George Street. The road has been designed to a suitable standard to accommodate the increase of traffic movements. However, the TIA and Council's Transport Engineer recognised an inadequacy in the pedestrian infrastructure to ensure the safe and efficient use of the road reserve. A condition has been recommended for the construction of a public footpath adjacent the property frontage. Therefore, it is considered that reliance on the performance criteria would be acceptable in this instance and complies with the standard.

Clause E5.6.1 – Standard A1, Development adjacent to roads and railways

The proposal would be required to be located at least 50m from a category 1 road in an area subject to a speed limit of more than 60km/h, to be in accordance with Clause

E5.6.1 – Standard A1. Whereas the proposal will have Units 1, 2, 5, 6, 7, 8, 12 and 13 located closer than 50m from a category 1 road subject to a speed limit of 100km/h. The proposal is considered in accordance with the performance criteria:

The location of development, 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, must be safe and not unreasonably impact on the efficiency of the road or amenity of sensitive uses, having regard to:

- (a) the proposed setback;*
- (b) the existing setback of buildings on the site;*
- (c) the frequency of use of the rail network;*
- (d) the speed limit and traffic volume of the road;*
- (e) any noise, vibration, light and air emissions from the rail network or road;*
- (f) the nature of the road;*
- (g) the nature of the development;*
- (h) the need for the development;*
- (i) any traffic impact assessment;*
- (j) any recommendations from a suitably qualified person for mitigation of noise, if for a habitable building for a sensitive use; and*
- (k) any written advice received from the rail or road authority.*

The property is located near the border of the General Residential zone with existing setbacks along the eastern side of George Street varying between 4.5m and 134m. The average setback from the Utilities zone for the Brooker Highway is 56m on the eastern side. The setback of the existing dwelling is 19.8m from George Street and approximately 57m from the Utilities zone. The Brooker Highway is a category 1 road with a high traffic load and has been listed for potential upgrade in the future by the Department of State Growth. A response has been provided by the Department of State Growth in which concerns were raised that the residential development may be subject to an unreasonable level of impact from noise due to the potential location of a future upgrade. An advice note on the permit to reflect this information is recommended.

Council's Environmental Health Officer has supported the proposal on the basis that the noise report prepared by Noise Vibration Consulting, dated 11 October 2019, demonstrated that noise emanating from the highway would be below the operational upper limit criterion from the Brooker Highway. For this reason, no noise mitigation measures were recommended.

Given that the clause provides for assessment from the Utilities zone and the existing highway, some of the matters raised by the Department of State Growth were not able to be taken into consideration for the assessment such as the Particular Purpose Zone 2 – Future Road Corridor. Based on the noise report Council's Environmental Health Officer is supportive and has not recommended conditions.

Therefore, it is considered that reliance on the performance criteria would be acceptable in this instance and complies with the standard.

E6.0 Parking and Access Code

Clause E6.6.1 – Standard A1, Number of Car Parking Spaces

The proposal provides thirty-one car parking spaces for thirteen multiple dwellings. Therefore, the proposal is in accordance with Clause E6.6.1 – standard A1.

Clause E6.7.1 – Standard A1 Number of Vehicular Accesses

The proposal would require one vehicular access for the multiple dwellings, to be in accordance with Clause E6.7.1 – Standard A1. Whereas the proposal will have two vehicular accesses. The proposal is considered in accordance with the performance criteria:

The number of vehicle access points for each road frontage must be minimised, having regard to all of the following:

- (a) access points must be positioned to minimise the loss of on-street parking and provide, where possible, whole car parking spaces between access points;*
- (b) whether the additional access points can be provided without compromising any of the following:*
 - (i) pedestrian safety, amenity and convenience;*
 - (ii) traffic safety;*
 - (iii) residential amenity on adjoining land;*
 - (iv) streetscape;*
 - (v) cultural heritage values if the site is subject to the Local Historic Heritage Code;*
 - (vi) the enjoyment of any ‘al fresco’ dining or other outdoor activity in the vicinity.*

The front boundary for the property extends for 86.94m which is substantially greater than the minimum width of frontage for residential properties. The two accesses have been designed with a new footpath in between to provide an area for pedestrians to wait. In addition, passing bays are provided to service multiple dwellings. The accesses would be spread along a large frontage, minimising the potential to impact on traffic and would be suitable for the traffic generated by servicing up to thirteen dwellings. The design and location of the vehicular accesses will be similar and in keeping with the residential streetscape. The property is not heritage listed and there are no outdoor activities close by that will be compromised.

Therefore, it is considered that reliance on the performance criteria would be acceptable in this instance and complies with the standard.

E7.0 Stormwater Management Code

The proposal is not exempt under Clause E7.4. However, the proposal complies with the acceptable solutions of the standards in Section E7.0.

PART F: Specific Area Plans

No Specific Area Plans apply.

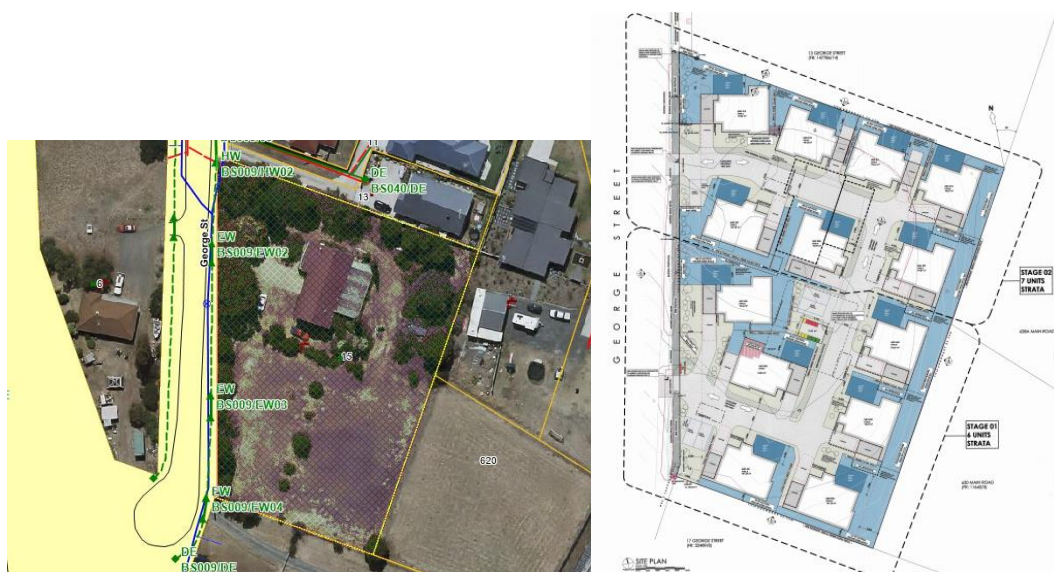
INTERNAL REFERRALS

Development Engineer

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

The development application seeks an approval for thirteen (13) multiple dwellings on a vacant site. The development is proposed to be in two (2) stages. The works include demolition, extending the footpath and new public stormwater infrastructure (to pipe the existing open drain).

Figures below show the subject site and the surrounding roads network and the development for multiple dwellings.



The development application has been referred internally to Council's Transport Engineer for assessment of the development and the submitted Traffic Impact Assessment (TIA) by RK Consulting Engineers dated 30 October 2019 and for recommending the conditions. Council's transport engineer has recommended conditions.

Engineering plans by D1 Consulting Engineers dated Oct 2019 were also submitted as part of the application to demonstrate compliance with footpath and stormwater requirements, please refer to the figure as follows.



E5.0 Road and Railway Assets Code

The development complies with Code E5 Road and Railway Assets requirements.

The proposed development is expected to increase vehicle movements, to and from the site, over 40 vehicle movements per day and therefore does not comply with the Acceptable solution A3 of E5.5.1. Therefore, the assessment against the performance criteria is triggered. The TIA by RK Consulting Engineers was submitted as part of the application to address the performance criteria mentioned. The TIA addressed that the traffic generated by the development is proposed to be 96 trips per day with 6 trips per hour during peak periods.

Council's Transport Engineer stated that "George Street is a local 50km/h road which can cater for up to 1,000 vehicles per day. The street is a dead-end with a small 8m radius cul-de-sac at the end. The increase in traffic from the development on George Street is in line with the function of the road." I concur with the statement. Additionally, the expected increase in trips generated by the development according to the TIA is 96 vehicles per day which is less than 20% of the AADT George Street can cater for. Therefore, it is considered that the performance criteria, P1 of E5.5.1 is satisfied.

The site is proposed to be accessed via the two vehicle crossings (one existing to be widened and one to be relocated a few metres further south to suit the development layout). The sight distance at the northern access for frontage road speed of 50 km/h are 118metres to the north and 77 metres to the south at road ends.

The sight distance at the southern access for frontage road speed of 50 km/h are greater than 118 metres to the north and at road ends to the south. This complies with the acceptable solution A1 under clause E5.6.4. The sight distance has been assessed in the TIA to have adequate sight distance of 80 metre.

E6.0 Parking and Access Code

The development complies with Code E6 Parking and Access Code and is considered that the site is capable of being developed and the local traffic conditions are not expected to be significantly affected.

The site can be accessed off George Street via two accesses - one existing to be widened and one to be relocated a few metres further south, to suit the development layout. Two (2) car parking spaces per unit are proposed plus five (5) visitor car parking spaces; this gives the total numbers of car parking of thirty-one (31) car parking spaces. This complies with the acceptable solution A1 of the Code E6.6.1.

The accessible and bicycle parking spaces are not required for the development, and therefore, are considered met with the acceptable solutions.

The development proposes two (2) motorcycle parking spaces; this complies with the acceptable solution A1 under E6.6.3.

The passing bay and on-site turning area can be achieved as demonstrated in the plan submitted. The turning swept path is provided. The layout of parking area, surface treatment, parking area lighting, landscaping area and access to the road comply with the Acceptable Solution. Therefore, the development complies with Code E6 Parking and Access Code.

E7.0 Stormwater Management Code

The development is considered to meet the requirements in Stormwater Management Code.

Engineering plans and stormwater report by D1 Consulting Engineers dated Oct 2019 was submitted as part of the development application to address stormwater arrangement in accordance with the code.

There are no GCC stormwater mains affected by this application. The concept stormwater plan shows that there is a new DN300 property stormwater lot connection to public stormwater system proposed to capture runoff the development generated. Therefore, the SW arrangement is considered comply with the acceptable solution, A1.

The applicant proposes to incorporate the bioretention swale drains at various locations within the site in accordance with the water sensitive urban design (WSUD) principle for the treatment of water. Therefore, the WSUD is considered to comply with the acceptable solution, A2.

Minor and major stormwater drainage systems are able to meet the acceptable solutions, A3 and A4. The sizing of the pipes need to be able to accommodate the 1 in 20 years flood event; this will be conditioned. The overland flow path is able to fall toward the paved areas to swale drains and road. Overall, the development is considered to meet the requirements in Stormwater Management Code.

Other

E3.0 Landslide Code

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

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

Not applicable.

E15.0 Inundation Prone Areas Code

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

Transport Engineer

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

Introduction

The developer proposes to construct 13 two-bedroom units with 31 car parking spaces in two stages, with the southern section of the development occurring first then the northern section. The assessment below is based on the Traffic Impact Assessment (TIA) undertaken by RK Consulting Engineers dated 2 September 2019 and site plan by Housing Choice Australia dated 30 September 2019.

Traffic Generation

The traffic generated by the development is proposed to be 96 vehicles per day based on 7.4 trips per dwelling from the RMS Guide. It is estimated that the peak hour would generate 6 trips.

Based on the above, the Acceptable Solution is not met for clause E5.5.1 A3. The increase in traffic is more than 40vpd at the access, thus the performance criteria is triggered, and a TIA has been undertaken by the developer.

The current road traffic volumes in George Street is estimated in the TIA to be around 185 vehicles per day. George Street is a local 50km/h road which can cater for up to 1,000 vehicles per day. The street is a dead-end with a small 8m radius cul-de-sac at the end. The increase in traffic from the development on George Street is in line with the function of the road. George Street connects to the Main Road which is an arterial road and caters for very large volumes of traffic.

The TIA states that George Street can easily accommodate this increase in traffic. The TIA also reviewed that crash data being one incident at the junction with Main Road over the last 5 years which has been reported to Police. The TIA concluded that the road network in this area appears to function satisfactorily.

The TIA recognises that there is no pedestrian footpath to the existing Council footpath just to the north of the site. The developer has therefore proposed to construct a public footpath in the road reservation along the frontage of the development which will connect into the existing footpath.

The TIA is accepted, and it can be concluded that the additional traffic does not have a significant impact on the road network. The performance criteria for E5.5.1 P3 is met.

Driveway Access and Internal Road Layout

The development is proposing two driveway accesses off George Street both being two-way with a linking internal road, as shown on the site plan by Housing Choice Australia dated 30 September 2019.

The two-way internal road of the unit development between the two driveway accesses means that vehicles do not need to turn within the site. Vehicles that park on the street are able to turn within the small cul-de-sac at the end of George Street.

The proposed two driveway accesses being both entry and exit in a street with a speed limit of 50km/h means that the acceptable solution under E5.6.2 A2 is not met. Based on the information provided in the TIA, it is concluded that the performance criteria is met due to George Street being a local road with low traffic volumes, sufficient parking within the site and the accesses not impacting on vehicular and pedestrian safety.

The northern access has been assessed in the TIA to have sight distance to the bend in George Street of 118m to the north and 77m to the south were the road ends. The driveway to the south, would have increased sight distance to the north and reduced sight distance to the south as the road end. Sight distance of 80m is required under code E5.6.4 acceptable solution which is considered to be met.

Based on the TIA it is accepted that the proposed access is safe and will not unreasonably impact on the efficiency of the road, thus performance criteria for E5.6.2 P2 is met and the acceptable solution for code E5.6.4 is met.

Parking

The development is proposing 31 car parking spaces for the 13 units. The planning scheme requires 31 spaces thus the acceptable solution under code E6.6.1 is met.

Conclusion

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

1. A public footpath is to be constructed at the back of the road pavement in the road reservation alongside the frontage of the development connecting to the existing footpath in George Street. The footpath needs to be constructed to the TSD-R11-v1 with kerb and channel to TSD-R14-v1.

Environmental Health Officer

The proposal was referred to Council's Environmental Health Officer who provided the following:

The applicant has proposed a residential development adjacent to the Brooker Highway. The Brooker Highway is a category 1 road within 50 metres of the proposed dwellings so therefore the development cannot meet the acceptable solution of E5.6.1-

1 of the Glenorchy Interim Planning Scheme. The applicant was therefore required to demonstrate compliance with the performance criteria of this provision regarding noise emanating from the highway traffic.

To demonstrate compliance the applicant engaged Noise Vibration Consulting to undertake a study of the site and provide Council with a noise report. The report, dated 11 October 2019, predicts that the noise emissions from the highway traffic will comply with the relevant criteria under the DIER Tasmanian State Road Traffic Noise Management Guidelines and therefore meet the Performance Criteria under clause E5.6.1-1 of the Glenorchy Interim Planning Scheme.

The proposal for the site comprises thirteen individual residential dwellings. It has been noted in the report that the private outdoor spaces for the dwellings are generally on the northern side of the houses and thus screened from traffic noise to the south of the development. The site elevation is nominally 5m below the highway, allowing for minor screening of tyre noise from the site.

Modelling of the noise emissions from the Brooker Highway at the proposed site show noise levels are predicted to be between 61 and 67 dBA. All levels are below the DIER Operational Upper Limit criterion of 68 dBA in an 18-hour period (6am - 12am), however, predicted levels are above the DIER Design Target criterion of 63 dBA in an 18-hour period on the façade facing the highway for the dwellings on the western and southern sides of the site.

The report concludes that the noise generated from traffic on the Brooker Highway will not be higher than the DIER Operational Upper Limit of 68 dBA in an 18-hour period and therefore complies with the performance requirement of E5.6.1-1 of the Glenorchy Interim Planning Scheme.

Waste Management Officer

The proposal was referred to Council's Waste Services Co-ordinator who provided the following:

Waste management services to the proposed multiple dwelling development at 15 George Street Granton 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. All wheelie bins should be placed on the kerbside for collection.

Conditions

1. The design for the bin enclosure must comply with the following:
 - (a) it 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 approval,
 - (b) it must have concrete at the entrance to the bin enclosure;
 - (c) it must suit 12 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) recommended minimum height of the enclosure is 1200mm and minimum recommended depth is 930mm;
- (e) the front of the enclosure must face the internal 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;
- (f) there must be no lip on the concrete slab of the bin enclosure;

Plans for the bin enclosure are to be included on the building plans.

Prior to occupancy of the dwelling/s the bin enclosure must be constructed to the satisfaction of Council's Waste Services Co-ordinator.

Advice

Thirteen (13) dwellings would be eligible for a maximum of four (4) x 240L waste wheelie bins, four (4) x 240L recycling bins, and four (4) FOGO wheelie bins, collected weekly to be shared by all the thirteen (13) dwellings. Collection of bins would be from the kerbside.

Storage and Collection of Waste & Recycling Bins

The bin enclosure should be built within the property boundary, allowing a 4.5 metre distance from the entrance to prevent impacting on sight distances for vehicles leaving the site. It is recommended that no bin enclosure be built closer than a minimum of 5.5 metres to any residence to avoid odour and nuisance issues arising.

Council's Waste Services Contractor would not enter the property to collect and empty bins. All wheelie bins should be placed on the existing kerbside for collection.

EXTERNAL REFERRALS

TasWater

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

Department of State Growth

The application was referred to the Department of State Growth due to the close proximity of the reserve for the Brooker Highway.

The following response was provided:

- The proposed subdivision is very close to the proposed location of a future road ramp that forms part of the Bridgewater Bridge project in the concept design for the project. This ramp would run through the land at 6 George Street, Granton, which is zoned as 'Particular Purpose – Future Road Corridor'.
- The footprint and design of this ramp is subject to change as work on this important project is progressed. At this stage, the Department of State Growth is unable to advise the impact that the ramp may have on the proposed subdivision.

- It is the preference of State Growth that new residential development does not occur within 50m of a planned major road, due to potential conflicts that may arise between the road corridor and sensitive uses.
- It is noted that the Noise Report submitted by the applicant only assesses noise levels at the proposed development based on an unchanged road environment. The Noise Report does not make reference to the existing zoning of 6 George Street, Granton as 'Particular Purpose – Zone 2 – Future Road Corridor', which indicates that the road corridor will shift closer to 15 George Street. The Noise Report appears to suggest that with an unchanged road environment, the noise by 2029 would almost be at the Upper Limit referenced in the [Tasmanian State Road Traffic Noise Management Guidelines](#). It is therefore reasonably assumed that shifting the road closer to the development (as has been signified would be likely to occur in the Scheme zoning) would be likely to result in a noise environment at the proposed development that would breach the Upper Limit.
- Based on the Noise Report submitted by the applicant, it is unclear whether the proposal is able to satisfy E5.6.1 A1, as the proposal includes sensitive development within 50m of a Category 1 road – noting that in accordance with the Glenorchy Interim Planning Scheme 2015, road 'means land over which the general public has permanent right of passage, including the whole width between abutting property boundaries...', or E5.6.1 P1, with the Road Authority, being the Department of State Growth, noting that it appears the unit development, which is a sensitive use, would be subject to an unreasonable impact on amenity, being the anticipated level of traffic noise at the unit development.
- Please note that in accordance with the Tasmanian State Road Traffic Noise Management Guidelines, the Department will not consider traffic noise mitigation for new buildings or extensions to existing buildings or new sensitive uses in existing buildings if those buildings or extensions are less than 50 m from the edge of an existing or planned category 1, 2 and 3 road corridor.

REPRESENTATIONS

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

CONCLUSION

The proposal is relying on the performance criteria to comply with the applicable standards of the Scheme in relation to; setbacks and building envelope for all dwellings, site coverage and private open space for all dwellings, privacy for all dwellings, frontage fences for all dwellings, existing road accesses and junctions, development adjacent to roads and railways and number of vehicular accesses.

The proposal is assessed as satisfying the performance criteria and complies with the applicable standard(s).

The proposal is assessed as complying with all other use and development standards in the General Residential zone, as well as the relevant standards of the Road and Railway Assets Code, the Parking and Access Code and the Stormwater Management Code.

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

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

Recommendation:

That a permit be granted for the proposed use and development of Thirteen (13) Multiple dwellings at 15 George Street Granton subject to the following conditions:

Planning

1. Use and development must be substantially in accordance with planning permit application No. PLN-19-242 and Drawing No. P4 submitted on 14 November 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 2019/01331-GCC, dated 19 September 2019, form part of this permit.
3. The development must only proceed in accordance with the approved stages as set out below:
 - Stage 1: Units 1-6, four visitor parking spaces and the waste storage for the full development; and
 - Stage 2: Units 7-13 and one remaining visitor parking space.
4. A landscaping plan, prepared by a suitably qualified person, is to be submitted in association with the building permit application for approval by Council's Senior Statutory Planner. Particular attention is to be paid to the frontage fence, in the form of screening vegetation, positioned directly behind the fence and within the property boundary, to ensure screening of the adjacent private outdoor space for Units 6, 7 and 13. The landscaping plan must indicate the following:-
 - a) outline of the proposed buildings;
 - b) any proposed driveways, paths, car parking and retaining walls;
 - c) any fencing designed to enclose private outdoor space of the dwellings internal to the site must provide clear sightlines to enable safe vehicular or pedestrian movements within the site; and
 - d) the proposed planting throughout the site (including expected mature height and plant size).
5. The landscaping works must be completed within 3 months of the issue of a Certificate of Occupancy and then maintained to the satisfaction of Council's Senior Statutory Planner.

Engineering

6. Prior to the issuing of a Building Approval or the commencement of works on site, submit a Soil and Water Management Plan detailing proposed sediment and erosion control measures to the satisfaction of 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.

7. The loading and unloading of goods, including building materials and equipment, from vehicles must only be carried out on the land.
8. 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.
9. 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) Thirty-one (31) clearly marked car parking spaces must be provided in accordance with the approved plan received by Council and kept available for these purposes at all times;
 - c) Of the proposed number of car parking spaces, five (5) visitor parking spaces must be provided, clearly line-marked and kept available for these purposes at all times;
 - d) Two (2) motor cycle spaces must be provided in accordance with the approved plan;
 - e) All runoff from paved and driveway areas must be discharged into Council's stormwater system;
 - f) Be clearly line-marked or physically separated to each space in accordance with the approved plan;
 - g) Car parking lighting must be provided in accordance with AS1158.3.1:2005;

- h) Landscaping of parking and circulation areas must be provided and must be no less than 5 percent of the area of the car park;
- i) The gradient of any parking areas must not exceed 5%; and
- j) Minimum carriageway width is to be no less than 3.0 metres.

To comply with the above requirements, the developer must submit engineering drawings demonstrating compliance with the requirements to the satisfaction of Council's Development Engineer prior to the issuing of the Building Permit. All works required by this condition must be installed prior to the occupancy of the dwelling(s) for each stage.

10. Barriers, compliant with the Australian Standard AS 1170.1 must be installed to prevent vehicles running off the edge of a carriageway, raised platform or deck where the drop from the edge of the trafficable area to a lower level is 600mm or greater, and wheel stops must be installed for drops between 150mm and 600mm. Barriers must not limit the width of the driveway access or parking and turning areas approved under the permit. All works required by this condition must be installed prior to the occupancy of the dwellings.
11. The new footpath, kerbing, vehicle crossings and nature strip must be constructed and/or reinstated in accordance with the Tasmanian standard drawing TSD-R09-v1, TSD-R11-v1, and TSD-R14-v1 between the kerb and the property boundary and completed to the satisfaction of Council's Development Engineer prior to the practical completion. The detail design must be submitted and approved prior to the issuing of a Building Permit Approval. The works must comply with the following:
 - (i) Widening the existing northern access;
 - (ii) Construct the new southern access;
 - (iii) Reinstatement the existing southern access; and
 - (iv) Construct the new public footpath, kerbing and nature strip.

Advice: A Property Access Works Application must be completed prior to any work being undertaken. The application is available from Council's planning department or available from Council's website at:

<https://www.gcc.tas.gov.au/residents/living-in-glenorchy/driveways> All works required by this condition must be installed prior to the issuing of the practical completion.

12. The new stormwater infrastructure including pipe and pits must be installed under the proposed footpath and be constructed in accordance with the Tasmanian standard drawing and completed to the satisfaction of Council's Development Engineer prior to the practical completion. The detail design must be submitted and approved prior to the issuing of a Building Permit Approval. All works required by this condition must be installed prior to the issuing of the practical completion.
13. Prior to the commencement of the use or development, a new stormwater connection to Council's public stormwater system onto the property boundary must be installed in accordance with the approved plans.

Advice: A copy of the Stormwater Connection Request Form can be obtained via Council's Customer Service or via Council's website

<https://www.gcc.tas.gov.au/planning-and-development/plumbing/plumbing-forms.aspx>, which outlines the process and conditions for stormwater connections. The Request Form outlines the process and conditions for stormwater connections.

14. Prior to the issuing of a Building Permit, detailed engineering design must be submitted to the satisfaction of Council's Development Engineer, detailing the minor stormwater drainage system's capacity to accommodate a 5% AEP storm event and the major stormwater drainage system's capacity to accommodate a 1% AEP storm event.
15. The development must incorporate Water Sensitive Urban Design (WSUD) elements in accordance with the approved plan. Prior to the issuing of a Building Permit, the application must submit a detailed design by a suitably qualified person and to the Council Development Engineer's satisfaction, to demonstrate that the designed WSUD treatment train is able to meet the requirements. The WSUD elements must be installed and completed by the developer prior to the occupancy of the dwelling(s) for each stage and be maintained by the owner.
16. Any creation, diversion and augmentation of Council owned stormwater and roads assets must be designed and constructed to the satisfaction of Council's Development Engineer. A twelve (12) month maintenance period will be applied to any creation, diversion and augmentation of Council owned assets after the practical completion, during which time the works shall be maintained by the developer, prior to being handed over at the completion of the defects liability period. During the period all defects must be rectified at the developers cost. A further twelve (12) month maintenance period may be applied to defects after rectification, and a 5% maintenance bond be required. The Council may, at its discretion, undertake rectification of any defects at the developers cost. Before the end of the maintenance period, the developer must arrange CCTV inspections of any stormwater assets subject to this permit, taken no more than one month before the end of the maintenance period, and submit the inspection reports to the requirements of the Councils' Stormwater Engineer and at full cost to the applicant. Any defect identified in the CCTV inspection must be rectified to the satisfaction of Council's Stormwater Engineer, before the Council takes over the stormwater assets.

Waste

17. The design for the bin enclosure must comply with the following:
 - a) it 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 Councils approval,
 - b) it must have concrete at the entrance to the bin enclosure;
 - c) it must suit 12 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) recommended minimum height of the enclosure is 1200mm and minimum recommended depth is 930mm;

- e) the front of the enclosure must face the internal 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;
- f) there must be no lip on the concrete slab of the bin enclosure;

Plans for the bin enclosure are to be included on the building plans.

Prior to occupancy of the dwelling/s the bin enclosure must be constructed to the satisfaction of Council's Waste Services Co-ordinator.

Advice to Applicant

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

Underground Services

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.

Stormwater

The stormwater connection(s) must be constructed by a suitably qualified person to the satisfaction of Council. To ensure the connection(s) is constructed to Council's satisfaction, the applicant must contact Council, by completing the Stormwater Connection Request Form, to arrange the visual inspection by Council for any alterations or works to Council's public stormwater network.

Road Reservation

Prior to the commencement of any work within the road reservation by a private contractor, the contractor must obtain a road opening permit from the Council's Facilities Co-ordinator. This permit shall include items such as hours of work, road safety, reinstatement, soil and water management, etc. The Road Opening Permit Application Form is available via Council's website <https://www.gcc.tas.gov.au/your-council/council-works/digging-and-construction.aspx>

Department of State Growth

Please note that in accordance with the Tasmanian State Road Traffic Noise Management Guidelines, the Department will not consider traffic noise mitigation for new buildings or extensions to existing buildings or new sensitive uses in existing buildings if those buildings or extensions are less than 50 m from the edge of an existing or planned category 1, 2 and 3 road corridor.

Other Permits

Please be aware that this planning permit is a planning approval issued under the Glenorchy Interim Planning Scheme 2015. You should consult with an accredited Building Surveyor prior to commencing this use or work to ensure all relevant

requirements of the *Building Act 2016* are complied with. In addition to this planning permit, a building permit and/or plumbing permit may also be required. If further clarification is required, please contact Council's Building Section on 6216 6800.

Attachments/Annexures

- 1** Attachment - 15 George Street, Granton



APPENDIX 1

10.0 General Residential Zone

Standard	Acceptable Solution	Proposed	Complies?
10.4 Development Standards for Residential Buildings and Works			
10.4.1 Residential density for multiple dwellings	A1 Multiple dwellings must have a site area per dwelling of not less than: (a) 325m ² ; or (b) if within a density area specified in Table 10.4.1 below and shown on the planning scheme maps, that specified for the density area.	Complies with (a). The site area per dwelling is 356m ² .	Yes
10.4.2 Setbacks and building envelopes for all dwellings	A1 Unless within a building area, a dwelling, excluding protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m into the frontage setback, must have a setback from a frontage that is: (a) if the frontage is a primary frontage, at least 4.5 m, or, if the setback from the primary frontage is less than 4.5 m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or (b) if the frontage is not a primary frontage, at least 3 m, or, if the setback from the frontage is less than 3 m, not less	Complies with (a).	Yes

	than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site; or (c) if for a vacant site with existing dwellings on adjoining sites on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or (d) if the development is on land that abuts a road specified in Table 10.4.2, at least that specified for the road.		
	A2 A garage or carport must have a setback from a primary frontage of at least: (a) 5.5 m, or alternatively 1 m behind the façade of the dwelling; or (b) the same as the dwelling façade, if a portion of the dwelling gross floor area is located above the garage or carport; or (c) 1 m, if the natural ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10 m from the frontage.	The carports for Units 1, 6 and 13 will have a minimum setback of 4.8m, 4.7m and 4.5m respectively from the western front boundary. Compliance will require setbacks of 5.5m from the western front boundary. Therefore, the proposal relies on performance criteria.	No Refer to discussion in the report.
	A3 A dwelling, excluding outbuildings with a building height of not more than 2.4 m and protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m horizontally beyond the building envelope, must: (a) be contained within a building envelope (refer to Diagrams 10.4.2A, 10.4.2B, 10.4.2C and 10.4.2D) determined by:	Complies with (a).	Yes

	(i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5 m from the rear boundary of a lot with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3 m above natural ground level at the side boundaries and a distance of 4 m from the rear boundary to a building height of not more than 8.5 m above natural ground level; and (b) only have a setback within 1.5 m of a side boundary if the dwelling: (i) does not extend beyond an existing building built on or within 0.2 m of the boundary of the adjoining lot; or (ii) does not exceed a total length of 9 m or one-third the length of the side boundary (whichever is the lesser).		
10.4.3 Site coverage and private open space for all dwellings	A1 Dwellings must have: (a) a site coverage of not more than 50% (excluding eaves up to 0.6 m); and (b) for multiple dwellings, a total area of private open space of not less than 60 m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and (c) a site area of which at least 25% of the site area is free from impervious surfaces.	Complies.	Yes
	A2 A dwelling must have an area of private open space that:	The proposal will have private open space with less than the minimum 4m width for Unit 7. Compliance will require the minimum	No

	(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) 4 m; or (ii) 2 m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and (c) is directly accessible from, and adjacent to, a habitable room (other than a bedroom); and (d) is not located to the south, south-east or south-west of the dwelling, unless the area receives at least 3 hours of sunlight to 50% of the area between 9.00am and 3.00pm on the 21st June; and (e) is located between the dwelling and the frontage, only if the frontage is orientated between 30 degrees west of north and 30 degrees east of north, excluding any dwelling located behind another on the same site; and (f) has a gradient not steeper than 1 in 10; and (g) is not used for vehicle access or parking.	4m width to be provided. Therefore, the proposal relies on performance criteria.	Refer to discussion in the report.
10.4.4	A1 A dwelling must have at least one habitable room (other than a bedroom) in which there is a window that faces between 30	Complies.	Yes

Sunlight and overshadowing of all dwellings	degrees west of north and 30 degrees east of north (see Diagram 10.4.4A).		
	A2 A multiple dwelling that is to the north of a window of a habitable room (other than a bedroom) of another dwelling on the same site, which window faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A), must be in accordance with (a) or (b), unless excluded by (c): (a) The multiple dwelling is contained within a line projecting (see Diagram 10.4.4B): (i) at a distance of 3 m from the window; and (ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal. (b) The multiple dwelling does not cause the habitable room to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June. (c) That part, of a multiple dwelling, consisting of: (i) an outbuilding with a building height no more than 2.4 m; or (ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m horizontally from the multiple dwelling.	Complies with (a).	Yes
	A3 A multiple dwelling, that is to the north of the private open space, of another dwelling on the same site, required in accordance with A2 or P2 of subclause 10.4.3, must be in accordance with (a) or (b), unless excluded by (c):	Complies with (a).	Yes

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

	(a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 3 m from the side boundary; and (b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 4 m from the rear boundary; and (c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is at least 6 m: (i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or (ii) from a balcony, deck, roof terrace or the private open space, of the other dwelling on the same site.		
	A2 A window or glazed door, to a habitable room, of a dwelling, that has a floor level more than 1 m above the natural ground level, must be in accordance with (a), unless it is in accordance with (b): (a) The window or glazed door: (i) is to have a setback of at least 3 m from a side boundary; and (ii) is to have a setback of at least 4 m from a rear boundary; and (iii) if the dwelling is a multiple dwelling, is to be at least 6 m from a window or glazed door, to a habitable room, of another dwelling on the same site; and (iv) if the dwelling is a multiple dwelling, is to be at least 6 m from the private open space of another dwelling on the same site.	Not applicable.	N/A

	(b) The window or glazed door: (i) is to be offset, in the horizontal plane, at least 1.5 m from the edge of a window or glazed door, to a habitable room of another dwelling; or (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 (c) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of at least 1.7 m above floor level, with a uniform transparency of not more than 25%.		
	A3 A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of at least: (a) 2.5 m; or (b) 1 m if: (i) it is separated by a screen of at least 1.7 m in height; or (ii) the window, or glazed door, to a habitable room has a sill height of at least 1.7 m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of at least 1.7 m above the floor level.	The door for Unit 10 will be closer than 2.5m to the shared driveway and the parking area. Compliance will require either a distance of 2.5m or 1m with screening. Therefore, the proposal relies on performance criteria.	No Refer to discussion in the report.

10.4.7 Frontage Fences for all dwellings	A1 A fence (including a free-standing wall) within 4.5 m of a frontage must have a height above natural ground level of not more than: (a) 1.2 m if the fence is solid; or (b) 1.8 m, if any part of the fence that is within 4.5 m of a primary frontage has openings above a height of 1.2 m which provide a uniform transparency of not less than 30% (excluding any posts or uprights).	The proposed side boundary fence in the frontage setback between Units 6 and 7 would be solid up to a height of 1.8m. Compliance would require 30% transparency between 1.2m and 1.8m in height. Therefore, the proposal relies on performance criteria.	No Refer to discussion in the report.
10.4.8 Waste Storage for multiple dwellings	A1 A multiple dwelling must have a storage area, for waste and recycling bins, that is an area of at least 1.5 m² per dwelling and is within one of the following locations: (a) in an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or (b) in a communal storage area with an impervious surface that: (i) has a setback of at least 4.5 m from a frontage; and (ii) is at least 5.5 m from any dwelling; and (iii) is screened from the frontage and any dwelling by a wall to a height of at least 1.2 m above the finished surface level of the storage area.	Complies. A condition has been recommended.	Yes

APPENDIX 2

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.	N/A
	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.	N/A
	A3 The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.	Increase in traffic is more than 40vpd. The performance criteria has been addressed and satisfied.	No – comply with PC

Standard	Acceptable Solution	Proposed	Complies?
E5.5.2 Exiting Level Crossings	A1 Where use has access across part of a rail network, the annual average daily traffic (AADT) at an existing level crossing must not be increased by greater than 10% or 10 vehicle movements per day, whichever is the greater.	Not applicable.	N/A
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 proposed Units 1, 2, 5, 6, 7, 8, 12 and 13 will be within the 50 setback from the Utilities zone for the Brooker Highway. Compliance will require setbacks of 50m from the Utilities zone. Therefore, the proposal relies on performance criteria.	No Refer to discussion in the report.
	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.	N/A

Standard	Acceptable Solution	Proposed	Complies?
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.	N/A
	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.	Complies.	Yes
E5.6.3 New Level Crossings	A1 No Acceptable Solutions.	Not applicable.	N/A
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.	Complies.	Yes

APPENDIX 3

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.	Complies. The proposal provides a total of thirty-one car parking spaces on site, two for each dwelling and five visitor spaces. A condition has been recommended.	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.	N/A
E6.6.3 Number of Motorcycle Parking Spaces	A1 The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces	The proposal will provide two motorcycle parking spaces.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.		
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.	N/A
E 6.7 Development Standards			
E6.7.1 Number of Vehicle Accesses	A1 The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.	Complies.	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	The proposed number of vehicle access points provided will be two via the existing frontage. Compliance will require a maximum of one vehicle access point provided for the road frontage. Therefore, the proposal relies on performance criteria.	No Refer to discussion in the report.

Standard	Acceptable Solution	Proposed	Complies?
	be designed and constructed to comply with all access driveway provisions in section 3 "Access Driveways and Circulation Roadways" of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities.		
E6.7.3 Vehicular Passing Areas Along an Access	A1 Vehicular passing areas must: (a) be provided if any of the following applies to an access: (i) it serves more than 5 car parking spaces; (ii) is more than 30 m long; (iii) it meets a road serving more than 6000 vehicles per day; (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; (c) have the first passing area constructed at the kerb; (d) be at intervals of no more than 30 m along the access.	Complies.	Yes
E6.7.4 On-Site Turning	A1 On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following: (a) it serves no more than two dwelling units; (b) it meets a road carrying less than 6000 vehicles per day.	Complies.	Yes
E6.7.5 Layout of Parking Areas	A1 The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of AS/NZS 2890.1:2004 Parking	Complies.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 "Headroom" of the same Standard.		
E6.7.6 Surface Treatment of Parking Areas	A1 Parking spaces and vehicle circulation roadways must be in accordance with all of the following; (a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway; (b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.	Complies.	Yes
E6.7.7 Lighting of Parking Areas	A1 Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 "Basis of Design" and clause 3.6 "Car Parks" in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.	Not applicable.	N/A
E6.7.8 Landscaping of Parking Areas	A1 Landscaping of parking and circulation areas must be provided where more than 5 car parking spaces are proposed. This landscaping must be no less than 5 percent of the area of the car park, except in the Central Business Zone where no landscaping is required.	Complies.	Yes

Standard	Acceptable Solution	Proposed	Complies?
E6.7.9 Design of Motorcycle Parking Areas	A1 The design of motorcycle parking areas must comply with all of the following: (a) be located, designed and constructed to comply with section 2.4.7 “Provision for Motorcycles” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) be located within 30 m of the main entrance to the building.	Complies.	Yes
E6.7.10 Design of Bicycle Parking Facilities	A1 The design of bicycle parking facilities must comply with all the following; (a) be provided in accordance with the requirements of Table E6.2; (b) be located within 30 m of the main entrance to the building.	Not applicable.	N/A
	A2 The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 “Design of Parking Facilities” and clauses 3.1 “Security” and 3.3 “Ease of Use” of the same Standard.	Not applicable.	N/A
E6.7.11 Bicycle End of Trip Facilities	A1 For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided,	Not applicable.	N/A

Standard	Acceptable Solution	Proposed	Complies?
	plus 1 additional shower for each 10 additional employee bicycle spaces thereafter.		
E6.7.12 Siting of Car Parking	A1 Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must be located behind the building line of buildings located or proposed on a site except if a parking area is already provided in front of the building line of a shopping centre.	Not applicable.	N/A
E6.7.1.13 Facilities for Commercial Vehicles	A1 Commercial vehicles facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2 : 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.	Not applicable.	N/A
E6.7.14 Access to a Road	A1 Access to a road must be in accordance with the requirements of the road authority.	Complies.	Yes

APPENDIX 4

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.	Complies.	Yes
	A2 A stormwater system for a new development must incorporate water sensitive urban design principles R1 for the treatment and disposal of stormwater if any of the following apply: (a) the size of new impervious area is more than 600 m²; (b) new car parking is provided for more than 6 cars; (c) a subdivision is for more than 5 lots.	Complies.	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;	Complies.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.		
	A4 A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.	Complies.	Yes

CLOSED TO MEMBERS OF THE PUBLIC

10. APPEALS REPORT SUMMARY

This item is to be considered at a closed meeting of the Glenorchy Planning Authority by authority of the Local Government (Meeting Procedures) Regulations 2015 Regulation 15(4) (In relation to subregulation 15(3) only, matters relating to legal (or possible future legal) action taken (or may be taken) by or involving the Council).