

GLENORCHY PLANNING AUTHORITY AGENDA

MONDAY, 18 FEBRUARY 2019



GLENORCHY CITY COUNCIL

QUALIFIED PERSON CERTIFICATION

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

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

Tony McMullen
General Manager

13 February 2019

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

Chairperson: Alderman K. Johnston

Hour: 5.00 p.m.

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

2. APOLOGIES/LEAVE OF ABSENCE

3. PECUNIARY INTERESTS

4. CONFIRMATION OF MINUTES

That the minutes of the Glenorchy Planning Authority Meeting held on 21 January 2019 be confirmed.

**5. PROPOSED USE AND DEVELOPMENT - DEMOLITION -
44 AMIENS AVENUE MOONAH**

Author: Planning Officer (Chris Lynch)

Qualified Person: Planning Officer (Chris Lynch)

Property ID: 5404741

REPORT SUMMARY:

Application No.: PLN-18-324

Applicant: T X Green

Owner: I P Phillips

Zone: Inner Residential

Use Class Residential

Application Status: Discretionary

Discretions: Clause 9.4 Demolition

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

Level 2 Activity? No

42 Days Expires: 21 Feb 2019

Existing Land Use: Single dwelling

Proposal In Brief: Demolition

Representations: 2

Recommendation: Approval, subject to conditions.

REPORT IN DETAIL:**PROPOSAL**

The proposal is to demolish an existing two storey weatherboard and brick dwelling.

The applicant claims that the property has been vacant since the 1970's and that the conditions are very poor and appear difficult to repair and renovate. The applicants plan to rebuild at a later date.

The proposal requires discretionary consideration against Clause 9.4.

SITE and LOCALITY

The site contains an existing brick and weatherboard dwelling that is in poor condition.

The surrounding area consists of mixture of single storey brick and weatherboard dwellings.

The size of the lot is 627m².

There is some unit development further along the eastern end of the street and there is a business and shopping area at the eastern end of Amiens Street.

The subject site has a slight slope to the east.



Figure 1. An aerial view of the site, showing residential developments surrounding the site.

ZONE

The subject property is within the Inner Residential Zone under the Glenorchy Interim Planning Scheme 2015 (Figure 2).



Figure 2: Inner Residential zone over 44 Amiens Ave, Moonah.

BACKGROUND

There is no background relevant to the proposal.

ASSESSMENT

STATE POLICIES, OBJECTIVES of LUPAA

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

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

GLENORCHY INTERIM PLANNING SCHEME 2015

Part B: Administration

General Exemptions

Nil

Limited Exemptions

Nil

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

No Specific Area Plan applies to the site. The Parking and Access Code, Stormwater Management Code therefore prevail over the zone provisions in the event of any conflict.

Use Class Description (Table 8.2):

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 college, respite centre, retirement village and single or multiple dwellings.

Other relevant definitions (Clause 4.1):

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.

Building means a structure and part of a building or structure and fences, walls, out-buildings, service installations and other appurtenances of a building and a boat or a pontoon which is permanently moored or fixed to land.

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

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 (c) above as it is discretionary under a special provision of the planning scheme.

Part C: Special Provisions

The proposal requires discretionary consideration, pursuant to clause 9.4.

9.4.1 Demolition – 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 complies with the purpose of the applicable zone as the land is in an existing residential zone and the land is already connected to services. The land is also within walkable distances of services, facilities and employment. Any future development will be encouraged to comply with the character of the area and comply with the design standards. The character of the area is a mixture of single storey older style brick and weatherboard dwellings. There is no applicable area plan applying to the site. Any future dwellings will comply with the Inner Residential zone provisions.

Part D: Zones

The land is within the Inner 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 Inner Residential zone is:

11.1.1.1

- *To provide for a variety of residential uses and dwelling types close to services and facilities in inner urban and historically established areas, which uses and types respect the existing variation and pattern in lot sizes, set back, and height.*

11.1.1.2

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

11.1.1.3

- *To encourage residential development at higher densities in locations within walkable distance of services, facilities, employment and high frequency public transport corridors.*

11.1.1.4

- *To provide for a change in character from single dwellings on larger lots to alternative forms of housing such as terrace housing and apartments at greater density and with improved public open space amenity, whilst protecting amenity for existing nearby development.*

The proposal is considered consistent with the Inner Residential zone as the site is already connected to services. The site has potential to cater for a variety of residential uses and dwelling types that are close to services and facilities. The site is also in walkable distance of services, facilities and employment.

Use Table

There is no 'use' for demolition, which is only development. The intended use of the land is residential development.

Use Standards

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

Development standards: Clause 11.4 The development standards for building and works do not apply as this is a demolition. Clause 9.4 demolition applies.

Part E: Codes

The following codes of the Scheme apply to this proposal:

Stormwater Management Code

The stormwater management code applies to all use and development. The proposed demolition will not have any impact on the existing stormwater. Clause 9.4 demolition states that the planning authority must have regard to the purpose of any applicable code. The applicable code (stormwater management code) encourages access to services and the capping of stormwater infrastructure during demolition.

Parking and Access Code.

The purpose of this Code is to:

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

The parking and access code applies to all use and development. Any future development will need to comply with the parking and access code provisions.

PART F: Specific Area Plans

There are no specific area plan relevant to the proposal.

INTERNAL REFERRALS

Heritage Officer comments:

Our information is that Amiens Avenue was subdivided into 57 allotments to build War Service Homes in 1920. The street was named by the War Services Commission in 1923 and development to provide homes for returned soldiers and their families commenced shortly thereafter.

This is an especially important theme in Glenorchy City's history – strengthened by the municipality's association with the Claremont Army Camp - with the first war service homes in Tasmania having been built in Moonah.

Amiens Avenue has been identified in several studies (including independent heritage assessments) as a streetscape of high importance. One of the most striking features of the streetscape is the strong pattern of housing. This is particularly evident on the northern side of the street (which we note includes No. 44).

In summary, Amiens Avenue is significant:

- for its collection of mostly modest 1920s cottages built under the War Services Home Scheme following WWI;
- as a major, early War Service Home subdivision, and an early example of government-built public housing in Tasmania, and;
- for its representation of inter war development in a coherent, well-defined, streetscape that has a strong visual quality set against the backdrop of Mt Wellington.

Development Engineer

Council's development engineer advised that live services connections should be capped and sealed prior to commencement of work.

EXTERNAL REFERRALS

TasWater

S560 of the Water and Sewage Industry Act 2008 states that application would be forwarded to a relevant regulated entity if there is an increase the demand for water. As this is a demolition there is not an increase in the demand for water.

REPRESENTATIONS

The application was advertised for the statutory 14-day period with two representation(s) being received.

1. On-street parking.

The representor states that the establishment of two units at 44 Amiens Ave would make parking difficult for on-street parking.

Planner's Comment:

On-street parking will be assessed separately as part of any new development application. Any application for multiple dwellings would encourage parking on the site.

2. Increase in traffic.

The representor states that the future construction of units at 44 Amiens Ave would increase traffic.

Planner's Comment:

This issue has been taken into account as the construction of units in the future could result in an increase in traffic. This matter could only be assessed in any application for any subsequent development.

3. Architectural and historical values.

The representor states that 44 Amiens Avenue represents significant architectural and historical value to the street and encourages the decision for restoration rather than demolition.

Planner's Comment:

Council's Heritage Officer has stated that the architectural and historical value will be jeopardized as the streetscape has been identified as being of high importance. Council's Heritage Officer also suggests that one of the most striking features of the streetscape is the strong pattern of housing. This is particularly evident on the northern side of the street. However, the retention of the dwelling due to any heritage values does not have any statutory weight as it is not heritage listed by Heritage Tasmania or the GIPS 2015.

CONCLUSION

The proposal relies on compliance with the standards of clause 9.4 demolition. The proposal is assessed as satisfying relevant standards. The proposal is assessed as complying with all other use and development standards in the Inner Residential zone, as well as the applicable standards of the Parking and Access Code and the Stormwater Management Code. The application was publicly advertised for the statutory 14-day period and two representations were received. It is concluded that the proposal is consistent with the requirements of the Scheme and is satisfactory.

Recommendation:

That a permit be granted for the proposed use and development of Demolition at 44 Amiens Avenue Moonah be approved subject to the following conditions:

Planning

1. Use and development must be substantially in accordance with planning permit application No. PLN-18-324 and Drawing No. P1 submitted on 14/12/2018, except as otherwise required by this permit.
2. Within 3 months of the commencement of demolition works, all areas of the site visible from public spaces are to be free of building debris and are to be kept in a tidy, easily maintained, and secure manner to the satisfaction of the Council's Senior Statutory Planner.

Advice to Applicant

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

- Live services connections should be capped and sealed prior to commencement of work.

Other Permits

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

Attachments/Annexures

- 1 Attachment - 44 Amiens Avenue



6. PROPOSED USE AND DEVELOPMENT - GARAGE CONVERSION TO HABITABLE ROOM (MULTIPLE DWELLING) - 2/10 KENSINGTON STREET GLENORCHY

Author: Planning Officer (Chris Lynch)

Qualified Person: Planning Officer (Chris Lynch)

Property ID: 7329220

REPORT SUMMARY:

Application No.: PLN-18-321

Applicant: Studiko

Owner: K G Pepper

Zone: Inner Residential zone

Use Class Residential

Application Status: Discretionary

Discretions: E6.6.1 Number of Car Parking Spaces
11.4.6 Privacy (P3)

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

Level 2 Activity? No

42 Days Expires: Extension of time until 19 February 2019

Existing Land Use: Multiple dwellings

Proposal In Brief: Garage conversion to habitable room (Multiple Dwelling)

Representations: 0

Recommendation: Approval (Subject to conditions)

REPORT IN DETAIL:**PROPOSAL**

The proposal is for a garage conversion to habitable room (multiple dwelling).

The unit is an existing dwelling and existing access is proposed from Kensington Street. The proposal is relying on performance criteria to comply with E6.6.1 number of car parking spaces because of parking shortfall and 11.4.6 privacy (P3).

SITE and LOCALITY

The subject site is 320m² and contains an existing unit.

There are nine units in the complex, which are accessed by an existing driveway.

The surrounding area consists of a mixture of commercial uses and existing single dwellings. There is a school site and other multiple dwelling developments in the vicinity.

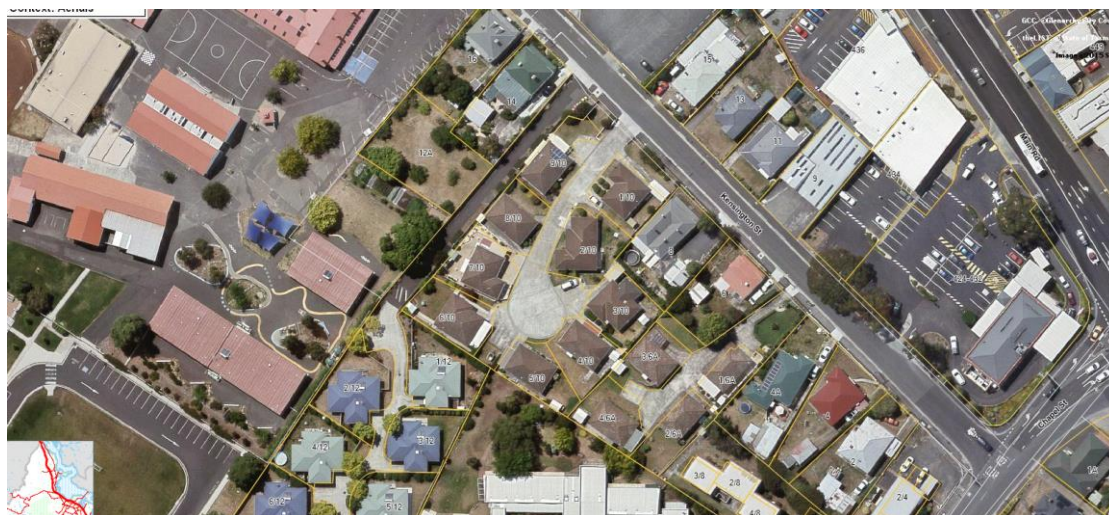


Figure 1 – Aerial photograph of the site – Council database 2016.

ZONE

Figure 2: The site is in the Inner Residential zone under the Glenorchy Interim Planning Scheme 2015.

BACKGROUND

The original planning approval from 1985 DA60/85 stated the following for carparking: The provision of fourteen (14) car parking spaces on the site. There is one carspace per dwelling and five visitor spaces. There was one carspace approved for unit 2.

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:

- E6.0 Access and Parking Code.
- E7.0 Stormwater Management Code.
- E15.0 Inundation Prone Areas Code.

Use Class Description (Table 8.2):

The use class is Residential with the individual use of multiple dwelling which is defined as follows: *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 the 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.

Building means a structure and part of a building or structure and fences, walls, outbuildings, service installations and other appurtenances of a building and a boat or a pontoon which is permanently moored or fixed to land.

Dwelling means a building, or part of a building, used as self contained residence and which includes food preparation facilities, a bath or shower, laundry facilities, a toilet and sink, and any outbuilding and work 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 as it relies on Performance Criteria because it does not meet the following Acceptable Solutions:

- Clause 6.6.1 P1 Number of Car Parking Spaces.
- Clause 11.4.6 P3 Privacy Standard.

Part C: Special Provisions

There are no special provisions that apply to the proposal.

Part D: Zones

The land is within the Inner 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 Inner Residential zone:

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

The proposal is assessed as being consistent with the purpose of the zone because the use is residential and is already connected to services. The proposal is also consistent with the purpose of the zone as the units are in an established area and have access to nearby services and employment.

Use Table

Residential (multiple dwelling) has permitted status in the zone use table. However, the proposal is discretionary owing to reliance on performance criteria to comply with the standards.

Use Standards

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

Development Standards for Residential Buildings & Works*11.4.6. Privacy*

The acceptable solution states that 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

- 2.5m; or
- 1m if:
- It is separated by a screen of at least 1.7m in height; or
- The window, or glazed door, to a habitable room has a sill height of at least 1.7m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of at least 1.7m above the floor level.

The shared driveway/parking spaces is less than 2.5m and there is no screen in place or obscure glazing.

The performance criteria states that 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 proposal is considered to be consistent with the performance criteria if there is a condition on the approval that the northern window of the rumpus room be obscured. Obscure glazing of the window would help minimise light intrusion to the rumpus room.

Part E: Codes

The following codes of the Scheme apply to this proposal:

Parking and Access Code*E6.6.1 Parking*

The proposal has a reduction in carparking from 14 to 13 spaces. The acceptable solution states that 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. Accordingly, the proposal relies on the performance criteria.

Table E6.1 use class for residential states that multiple dwelling are dwellings that contain 2 or more bedrooms (including all rooms capable of being used as a bedroom) must have two carspaces per dwelling.

The performance criteria states that 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;

- car parking demand;
- the availability of on-street and public car parking in the locality;
- the availability and frequency of public transport within a 400m walking distance of the site;
- the availability and likely use of other modes of transport;
- the availability and suitability of alternative arrangements for car parking provision;
- 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;
- any car parking deficiency or surplus associated with the existing use of the land;

The proposal meets the performance criteria because there is other public transport and other modes of transport within walking distance of the site. There is also public car parking in the locality. In justifying the shared arrangement in the carparking on site, there is surplus existing parking on the site. The shared carparking is located in the common property. It is not envisaged that the loss of a carspace will have an impact on the car parking demand in the area as there is adequate car parking on Kensington Street. Public car parking is also in the vicinity and because there is public transport nearby, the users of the site would be encouraged to use other forms of transport. The visitor car spaces can be shared by multiple users of the units because car parking demand in the unit complex will vary depending on visitors to the complex at any one time.

The applicant has submitted a Traffic Impact Statement with the application to justify the reduction in carparking from that required by the acceptable solution of the Scheme and address the performance criteria of this clause. The Traffic Impact Statement found that the unit complex will have a reduction in carparking from 21 spaces to 20 spaces. However, an onsite inspection revealed that there are 14 carspaces on site. This difference is because the author of the Traffic Impact Statement includes "on street" carparking (the internal driveway areas of the site) and jockey style carparking available to the site. (p.7 Midson Traffic report) This means that there will be a reduction in carparking from 14 spaces to 13 spaces. The parking complies with the requirements of Performance Criteria P1 of clause E6.6.1 because the actual supply of car parking demand for the overall site is lower than the demand. The parking requirement is lower than the Planning Scheme requirements set out in Table E6.1. This table lists the number of car parking spaces required for a multiple dwelling as one space for each dwelling and one dedicated visitor space per 4 dwellings. The information provided to support the application states that the existing garage (proposed to be converted to a living space) has never been used as a vehicle garage.

Therefore, the conversion will not impact on the current on-site car parking demands. There has also been no representations objecting to the reduction in carparking on the site. This would suggest a general level of acceptance for the existing arrangement on site. The proposed development meets the Performance Criteria, P1 of Clause E6.6.1 of the Planning Scheme. It is noted that there is no parking for unit 2 other than the there is a shared visitor space that unit 2 can utilise.

Council's Development Technical Officer has assessed the proposal and advised that the proposal complies with the performance criteria of all the applicable code standards.

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

Stormwater Management Code

The Stormwater Management Code applies to all development requiring management of stormwater. Council's Development Technical Officer has assessed the proposal and advised that the proposal complies with the acceptable solutions of all the applicable code standards.

PART F: Specific Area Plans

No specific area plans apply to the site.

INTERNAL REFERRALS

Development Engineer

Comments

The application is for conversion of garage to a habitable room.

E5.0 Road and Railway Assets Code

This Code applies to use or development of land:

- (a) that will require a new vehicle crossing, junction or level crossing; or
- (b) that intensifies the use of an existing access; or
- (c) that involves a sensitive use, a building, works or subdivision within 50m metres of a Utilities zone that is part of:
 - (i) a rail network;
 - (ii) a category 1 - Trunk Road or a category 2 - Regional Freight Road, that is subject to a speed limit of more than 60km/h kilometres per hour.

The road and railway assets code is not applicable to this application.

E6.0 Parking and Access Code

This code applies to all use and development.

The application is within a unit complex of nine dwellings. One carparking space is proposed to be removed that will not satisfy the Acceptable Solution of clause E6.6.1 Number of Car Parking Spaces of the Glenorchy Interim Planning Scheme 2015.

The applicant submitted a Traffic Impact Statement (TIS) with the application to justify the reduction in carparking from that required by the acceptable solution of the scheme and address the performance criteria of this clause.

The Traffic Impact Statement concluded that:

- The unit complex will have a reduction in carparking from 21 spaces to 20 spaces;
- The parking complies with the requirements of Performance Criteria P1 of clause E6.6.1 on the basis that the actual car parking demand for the overall site is lower than the demand for the overall site is lower than the Planning Scheme requirements set out in Table E6.1.
- The existing garage (proposed to be converted to a living space) has never been used as a vehicle garage. It is not currently in use and the conversion will have no impact on the current on-site car parking demands.
- The proposed development meets the Performance Criteria, P1 of Clause E6.6.1 of the Planning Scheme.

Based on the findings of the Traffic Impact Statement supporting the proposed development on parking grounds it is recommended the proposed shortfall of one carparking space be approved.

E7.0 Stormwater Management Code

This code applies to development requiring management of stormwater. The code does not apply to this application as the works proposed are an internal change of use within a building.

Other

E3.0 Landslide Code

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

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

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

E15.0 Inundation Prone Areas Code

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

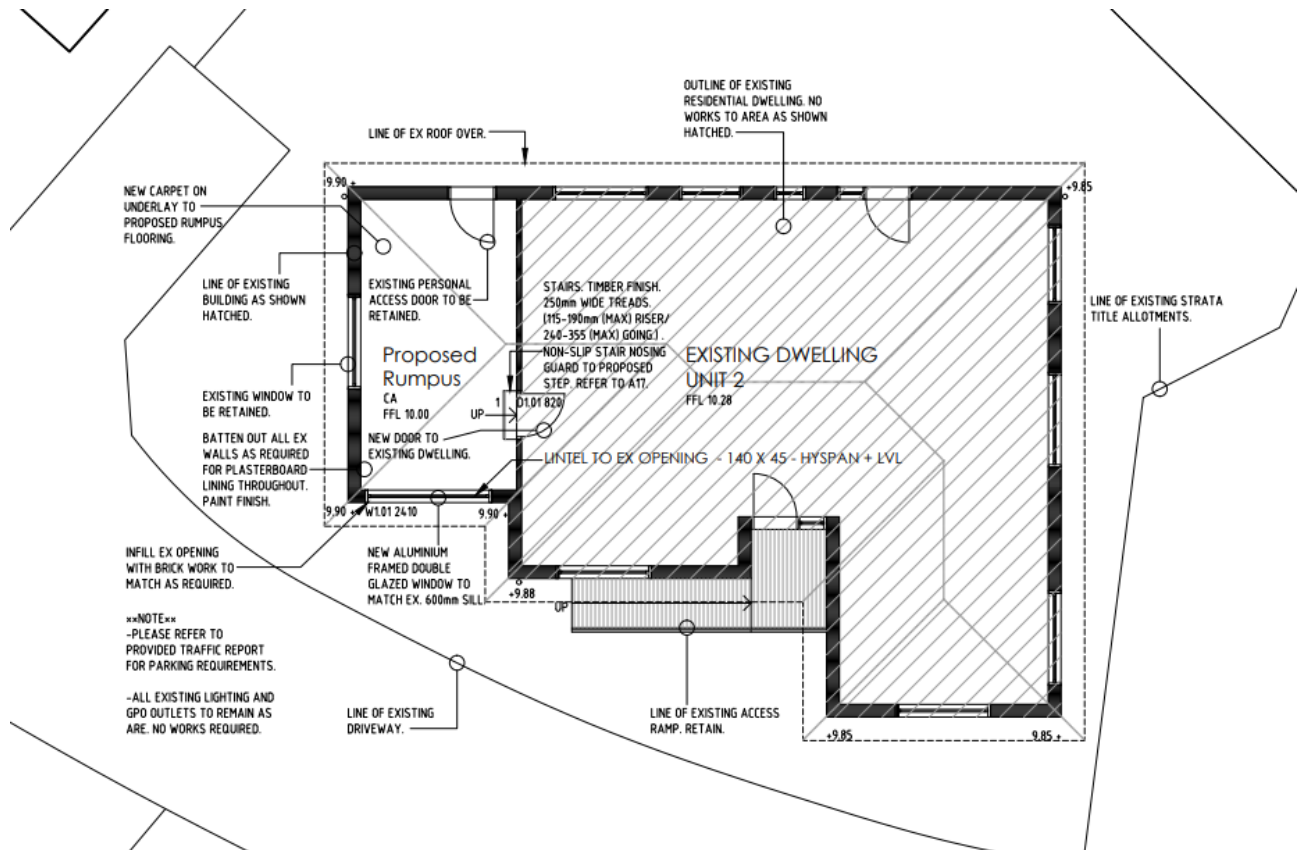


Figure 3: Proposed floor plan of 2/10 Kensington Street detailing the FFL of the proposed and existing rooms. submitted with the development application (07/12/18).

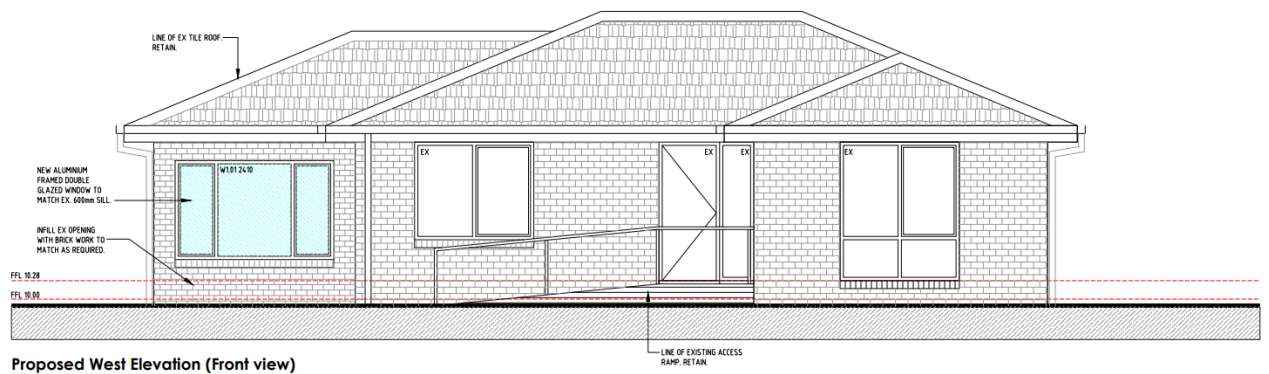


Figure 4: Proposed west elevation plan of 2/10 Kensington Street detailing the FFL of the proposed and existing rooms. submitted with the development application (07/12/18).

EXTERNAL REFERRALS

TasWater

The application was not referred to TasWater.

REPRESENTATIONS

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

CONCLUSION

The proposal relies on performance criteria for compliance with the standard for E6.6.1 Parking and 11.4.6 Privacy. 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 Inner Residential zone, as well as the applicable standards of the Parking and Access Code and the Stormwater Management Code.

Recommendation:

That a permit be granted for the proposed use and development of Multiple dwellings at 2/10 Kensington Street, Glenorchy subject to the following conditions:

Planning

1. Use and development must be substantially in accordance with planning permit application No. PLN-18-321 and Drawing No. P1 submitted on 07/12/2018, except as otherwise required by this permit.
2. The northern window of the proposed rumpus room must have obscured glazing to the satisfaction of Council's Senior Planner. This is to be demonstrated on the plans submitted and installed prior to occupancy.

Advice to Applicant

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

Car Parking

Considering that there is not a Council approved parking space provided within lot for 2/10 Kensington Street, Council has approved one parking space for 2/10 Kensington Street in a shared arrangement in the common property. However, prior to the actual use of this car park space, this parking arrangement within the common property must be approved by the Body Corporate. Should you choose to include this parking space into the unit entitlement of 2/10 Kensington Street, an application to amend the stratum plan must be made to Council, with the consent of the Body Corporate in accordance with S19 *Strata Titles Act 1998*.

Other Permits

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

APPENDIX**11.0 Inner Residential Zone**

Standard	Acceptable Solution	Proposed	Complies?
11.4 Development Standards for Buildings and Works			
11.4.1 Residential density for multiple dwellings	A1 Multiple dwellings must have a site area per dwelling of not less than 200m ² and not more than 400m ² .	No new dwellings proposed.	NA
11.4.2 Setbacks and building envelope	A1 Unless within a building area, a dwelling, excluding protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m into the frontage setback, must have a setback from a frontage that is: (a) at least 3m, or, if the setback from the frontage is less than 3m, not less than the setback from the frontage of any existing dwelling on the site; (b) if for a vacant site with existing dwellings on adjoining sites on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street.	(a) Complies as the site is existing. (b) NA	Yes
	A2 A garage or carport must have a setback from a frontage of at least: (a) 4m, or alternatively 1m behind the façade of the dwelling; or (b) the same as the dwelling façade, if a portion of the dwelling gross floor area is located above the garage or carport; or	(a) Complies as the site will be unchanged. (b) Complies as the site will be unchanged. (c) Complies as the site will be unchanged.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(c) 1m, if the natural ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage. A3 A dwelling, excluding outbuildings with a building height of not more than 2.4 m and protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m horizontally beyond the building envelope, must: (a) be contained within a building envelope (refer to diagrams 11.4.2A, 11.4.2B, 11.4.2C and 11.4.2D) determined by: (i) a distance equal to the permitted frontage setback or, for an internal lot, a distance of 3m from the rear boundary of a lot with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3 m above natural ground level at the side boundaries and a distance of 3m from the rear boundary; to a building height of not more than 9.5 m above natural ground level; and (b) only have a setback within 1.5 m of a side boundary if the dwelling: (i) does not extend beyond an existing building built on or within 0.2 m of the boundary of the adjoining lot; or (ii) does not exceed a total length of 9 m or one-third the length of the side boundary (whichever is the lesser).	(a) Complies as the site will be unchanged. (b) Complies as the site will be unchanged.	Yes
11.4.3 Site coverage and private open space	A1 Dwellings must have: (a) a site coverage of not more than 50% (excluding eaves up to 0.6 m); and (b) for multiple dwellings, a total area of private open space of not less than 50m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); and	(a) less than 50% (b) not applicable because private open space will not be affected. (c) less than one third total area will be hardstand. (d to g) NA	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(c) a site area of which at least 25% of the site area is free from impervious surfaces. A2 A dwelling must have an area of private open space that: (a) is in one location and is at least: (i) 24 m²; or (ii) 12 m², if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and (b) has a minimum horizontal dimension of: (i) 3 m; or (ii) 2 m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and (c) is directly accessible from, and adjacent to, a habitable room (other than a bedroom); and (d) is not located to the south, south-east or south-west of the dwelling, unless the area receives at least 3 hours of sunlight to 50% of the area between 9.00am and 3.00pm on the 21st June; and (e) located between the dwelling and the frontage, only if the frontage is orientated between 30 degrees west of north and 30 degrees east of north, excluding any dwelling located behind another on the same site; and (f) has a gradient not steeper than 1 in 10; and (g) is not used for vehicle access or parking.	Not applicable as private open space will remain unchanged.	NA
11.4.4 Sunlight and overshadowing	A1 A dwelling must have at least one habitable room (other than a bedroom) in which there is a window that faces between 30 degrees west and 30 degrees east of north (see Diagram 11.4.4A).	Complies as the site is unchanged.	Yes

Standard	Acceptable Solution	Proposed	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 11.4.4A), must be in accordance with (a) or (b), unless excluded by (c): (a) The multiple dwelling is contained within a line projecting (see Diagram 11.4.4B): (i) at a distance of 3 m from the window; and (ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal. (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 as the site is unchanged.	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 11.4.3, must be in accordance with (a) or (b), unless excluded by (c): (a) The multiple dwelling is contained within a line projecting (see Diagram 11.4.4C): (i) at a distance of 3 m from the northern edge of the private open space; and (ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal. (b) The multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June.	(a) Complies – as dwelling is existing. (b & c) as above.	Yes

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

Standard	Acceptable Solution	Proposed	Complies?
	(a) the window or glazed door: (i) is to have a setback of at least 3 m from a side or rear boundary; and (ii) if the dwelling is a multiple dwelling, is to be at least 6 m from a window or glazed door, to a habitable room, of another dwelling on the same site; and (iii) if the dwelling is a multiple dwelling, is to be at least 6 m from the private open space of another dwelling on the same site. (b) the window or glazed door: (i) is to be offset, in the horizontal plane, at least 1.5m from the edge of a window or glazed door, to a habitable room of another dwelling; or (ii) is to have a sill height of at least 1.7 m above the floor level or has fixed obscure glazing extending to a height of at least 1.7 m above the floor level; or (iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of at least 1.7 m above floor level, with a uniform transparency of not more than 25%.		
	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.	(a)The driveway is separated from the new habitable room window by less than 2.5m. (b) The window is less than 1.7m above the shared driveway / parking space.	No

Standard	Acceptable Solution	Proposed	Complies?
11.4.7 Frontage Fences	A1 A fence (including a free-standing wall) within 3 m of a frontage must have a height above natural ground level of not more than: (a) 1.2 m if the fence is solid; or (b) 1.5 m, if any part of the fence that is within 3m of a primary frontage has openings above a height of 1.2m which provide a uniform transparency of not less than 30% (excluding any posts or uprights).	Complies as the fence is existing.	NA
11.4.8 Waste Storage for multiple dwellings	A1 A multiple dwelling must have a storage area, for waste and recycling bins, that is an area of at least 1.5 m ² per dwelling and is within one of the following locations: (a) in an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or (b) in a communal storage area with an impervious surface that: (i) has a setback of at least 3 m from a frontage; and (ii) is at least 5.5 m from any dwelling; and (iii) is screened from the frontage and any dwelling by a wall to a height of at least 1.2m above the finished surface level of the storage area.	Complies as the site is existing and will remain unchanged.	NA
11.4.9 Non-dwelling development	A1 Non-dwelling development must comply with all of the following acceptable solutions as if it were a dwelling: (a) 11.4.2 A1 and A3; (b) 11.4.3 A1 (a) and (c); (c) 11.4.7 A1.	NA	NA
	A2 Non-residential garages and carports must comply with all of the following acceptable solutions as if they were ancillary to a dwelling: (a) 11.4.2 A2; (b) 11.4.5 A1.	NA	NA

Standard	Acceptable Solution	Proposed	Complies?
	A3 Outdoor storage areas must comply with all of the following: (a) be located behind the building line; (b) all goods and materials stored must be screened from public view; (c) not encroach upon car parking areas, driveways or landscaped area.	NA	NA

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.	Does not comply (less than required number)	No
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.	NA	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.	NA	NA

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.	NA	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 single vehicle access point is proposed.	Yes
E6.7.2 Design of Vehicular Accesses	A1 Design of vehicle access points must comply with all of the following: (a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – “Access Facilities to Off-street Parking Areas and Queuing Areas” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) in the case of commercial vehicle access; the location, sight distance, geometry and gradient of an access must be designed and constructed to comply with all access driveway provisions in section 3 “Access Driveways and Circulation Roadways” of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities.	Not applicable. No change to the existing vehicle access point is proposed.	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;	NA	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. The existing access serves a unit in a multiple dwelling development.	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.	Council’s Development Technical Officer has indicated there are applicable standards have been met.	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.	No change to existing.	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 to existing development.	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.	NA	NA

Standard	Acceptable Solution	Proposed	Complies?
	This landscaping must be no less than 5 percent of the area of the car park, except in the Central Business Zone where no landscaping is required.		
E6.7.9 Design of Motorcycle Parking Areas	A1 The design of motorcycle parking areas must comply with all of the following: (a) be located, designed and constructed to comply with section 2.4.7 "Provision for Motorcycles" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) be located within 30 m of the main entrance to the building.	Not applicable as no change to existing development.	NA
E6.7.10 Design of Bicycle Parking Facilities	A1 The design of bicycle parking facilities must comply with all the following; (a) be provided in accordance with the requirements of Table E6.2; (b) be located within 30 m of the main entrance to the building.	NA	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.	No change to existing development.	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.	NA	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.	NA	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: (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.	No change to existing development.	NA
E6.7.14 Access to a Road	A1 Access to a road must be in accordance with the requirements of the road authority.	Not applicable. No change to the existing vehicle access is proposed.	NA

APPENDIX**E7.0 Stormwater Management Code**

Standard	Acceptable Solution	Proposed	Complies?
E7.7 Development Standards			
E7.7.1 Stormwater Drainage and Disposal	A1 Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.	Not applicable as development is existing.	NA
	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 applicable as development is existing.	NA
	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 as development is existing.	NA
	A4 A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.	Not applicable as development is existing.	NA

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

Standard	Acceptable Solution	Proposed	Complies?
E15.6 Use Standards			
E15.6 Use Standards	A1 Change of use of a non-habitable building to a habitable building or a use involving habitable rooms must comply with all of the following: (a) floor level of habitable rooms is no less than the AHD level for the Coastal Inundation Low Hazard Area in Table E15.1; (b) floor level of habitable rooms is no less than the AHD level for the 1% AEP plus 300mm if in an area subject to riverine flooding.	NA	NA
E15.7 Development Standards for Buildings and Works			
E15.7.1 Coastal Inundation High Hazard Areas	A1 For a habitable building, including extensions to existing habitable buildings, there is no Acceptable Solution.	NA	NA
	A2 For a non-habitable building, an outbuilding or a Class 10b building under the Building Code of Australia, there is no Acceptable Solution.	NA	NA
E15.7.2 Coastal Inundation Medium Hazard Areas	A1 For a new habitable building there is no acceptable solution.	NA	NA

	A2 Except for new rooms associated with habitable buildings other than dwellings, for which there is no acceptable solution, an extension to an existing habitable building must comply with one of the following: (a) new habitable rooms must comply with both of the following: (i) floor level no lower than the Minimum Level for the Coastal Inundation Low Hazard Area in Table E15.1, (ii) floor area of the extension no more than 40 m ² from the date of commencement of this planning scheme; (b) new habitable rooms must be above ground floor.	NA	NA
	A3 A non-habitable building, an outbuilding or a Class 10b building under the Building Code of Australia, must have a floor area no more than 40 m ² .	NA	NA
E15.7.3 Coastal Inundation Low Hazard Areas	A1 A new habitable building must comply with the following: (a) floor level no lower than the Minimum Level for the Coastal Inundation Low Hazard Area in Table E15.1.	NA	NA
	A2 An extension to a habitable building must comply with either of the following: (a) floor level of habitable rooms is no lower than the Minimum Level for the Coastal Inundation Low Hazard Area in Table E15.1; (b) floor area is no more than 60 m ² .	NA	NA
	A3 A non-habitable building, an outbuilding or a Class 10b building under the Building Code of Australia, must have a floor area no more than 60 m ² .	NA	NA

E15.7.4 Riverine Inundation Hazard Areas	A1 A new habitable building must have a floor level no lower than the 1% AEP (100 yr ARI) storm event plus 300 mm.	NA	NA
	A2 An extension to an existing habitable building must comply with one of the following: (a) floor level of habitable rooms is no lower than the 1% AEP (100 yr ARI) storm event plus 300 mm; (b) floor area of the extension no more than 60 m ² as at the date of commencement of this planning scheme.	(a) Does not comply with floor level. (b) Complies	Yes
	A3 The total floor area of all non-habitable buildings, outbuildings and Class 10b buildings under the Building Code of Australia, on a site must be no more than 60 m ² .		
15.7.5 Riverine, Coastal Investigation Area, Low, Medium, High Inundation Hazard Areas	A1 For landfill, or solid walls greater than 5 m in length and 0.5 m in height, there is no acceptable solution.	NA	NA
	A2 No acceptable solution.	NA	NA
	A3 A land application area for onsite wastewater management must comply with all of the following: (a) horizontal separation distance from high water mark or from the top of bank of a watercourse or lake must be no less than 100 m; (b) vertical separation distance from the water table must be no less than 1.5 m.	NA	NA
E15.7.6 Development Dependent on a Coastal Location	A1 An extension to an existing boat ramp, car park, jetty, marina, marine farming shore facility or slipway must be no more than 20% of the size of the facility existing at the effective date.	NA	NA

	A2 No acceptable solution	NA	NA
	A3 No Acceptable Solution for coastal protection works initiated by the private sector.	NA	NA
E15.8 Development Standards for Subdivision			
E15.8.1 Medium and High Inundation Hazard Areas	A1 No Acceptable Solution.	NA	NA
	A2 Subdivision is not prohibited by the relevant zone standards.	NA	NA
E15.8.2 Subdivision Dependent on a Coastal Location	A1 No acceptable solution	NA	NA

Attachments/Annexures

- 1** Attachment - 2/10 Kensington Street

