

GLENORCHY PLANNING AUTHORITY AGENDA

MONDAY, 18 MARCH 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 of Tony McMullen.

Tony McMullen
General Manager

13 March 2019

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

Chairperson: Alderman K. Johnston

Hour: 5.00 p.m.

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

2. APOLOGIES/LEAVE OF ABSENCE

3. PECUNIARY INTERESTS

4. CONFIRMATION OF MINUTES

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

**5. PROPOSED USE AND DEVELOPMENT - MULTIPLE DWELLINGS
(3) - 12A MCLEAN COURT ROSETTA**

Author: Planning Officer (Sylvia Jeffreys)

Qualified Person: Planning Officer (Sylvia Jeffreys)

Property ID: 3077118

REPORT SUMMARY:

Application No.:	PLN-18-084
Applicant:	Quality Home Design
Owner:	A L Graham
Zone:	General Residential
Use Class	Residential (Multiple Dwellings)
Application Status:	Discretionary
Discretions:	10.4.2 P3 Setbacks and building envelopes for all dwellings 10.4.3 P2 Site coverage and private open space for all dwellings (The proposal meets all other applicable standards as demonstrated in the attached appendices)
Level 2 Activity?	No
42 Days Expires:	19 Mar 2019
Existing Land Use:	Vacant
Proposal In Brief:	Multiple Dwellings (3)
Representations:	4
Recommendation:	Approval, subject to conditions

REPORT IN DETAIL:**PROPOSAL**

The application is for three dwellings on a vacant, internal lot. The proposed dwellings would be double storey, brick veneer, with steel, hipped roof, in charcoal. Two of the dwellings would have two bedrooms and one would have three bedrooms. All the dwellings would have open plan living areas on the upper level and would have a deck. The proposal includes a new driveway from the road, which would replace an existing shorter driveway, that provides access to a dwelling in front. There are seven car parking spaces shown on the plan, of which two would be in the garage of Unit 3. One of the spaces would be deleted as it doesn't meet the Australian Standard. The layout also includes a passing bay and a turning area. The application is discretionary for the building envelope and area of private outdoor space. The proposal is shown in Figure 1.

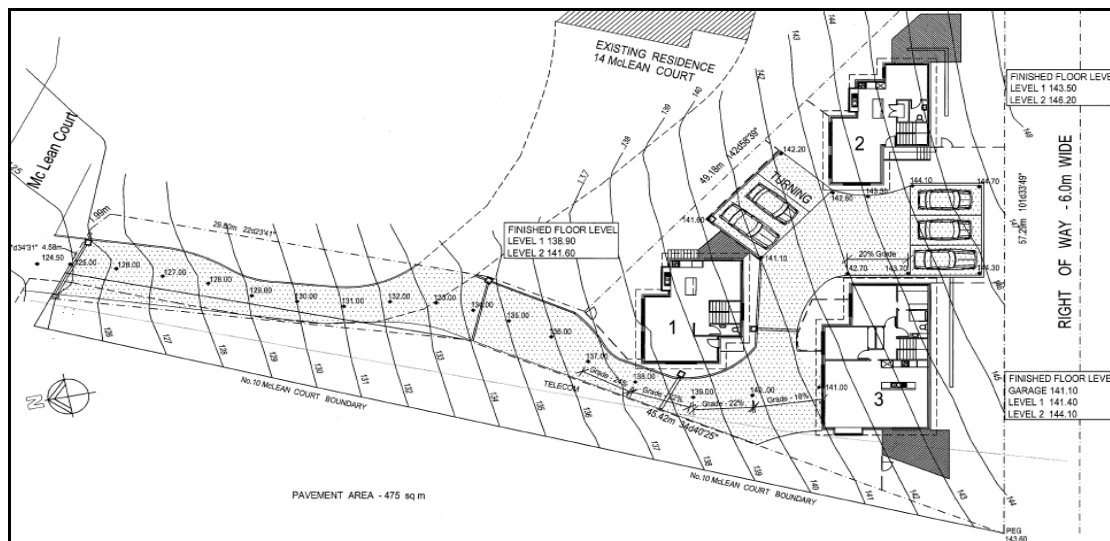


Figure 1: Proposal Plan – Quality Home Design

SITE and LOCALITY

The subject property is located near the turning head of the cul-de-sac, that is McLean Court, on the hill side. The property is a vacant, triangular shaped, internal lot of 1278m², with an access strip of approximately 38m in length. The land is vegetated with grassland and scattered trees. There is a slope of approximately 1:3. The property adjoins two other properties. There is a property in front of the subject property that contains a single dwelling. The neighbouring dwelling has the main windows and a balcony facing the street to take advantage of the river view and northerly aspect. The neighbouring dwelling is situated further east and lower than the proposed dwellings. There would be separation between the neighbouring dwelling and the proposed dwellings of at least 6.5m at the closest point. The property to the rear is a large 8.7ha property, that has native vegetation along the common boundary. The subject property and the property at the rear have an access strip from the road, over which three properties have a right of way.

There is an existing driveway over the access strip of the subject property that gives access to the other two properties, although the property to the rear is yet to properly construct a driveway. The property to the rear had a dwelling approved near the top of the hill where there is telecommunications infrastructure. There are also two dwellings adjoining the access strip of the property at the rear, but do not share a boundary with the subject lot. The location of the subject lot is shown in Figure 2.

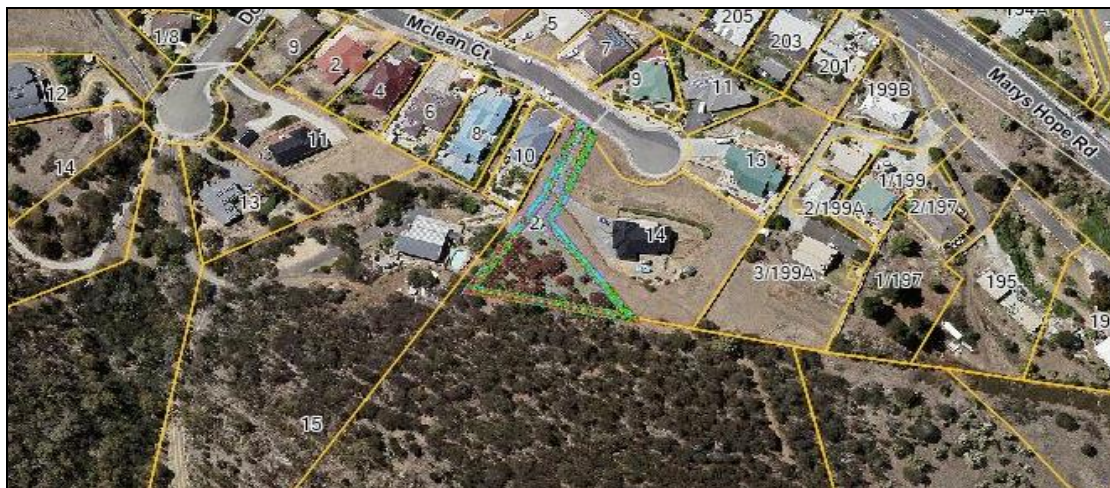


Figure 2: Subject Site – Council Database 2016

ZONE

The land is within the General Residential Zone in red and adjoins the Environmental Management Zone in teal at the rear, as shown in Figure 3.

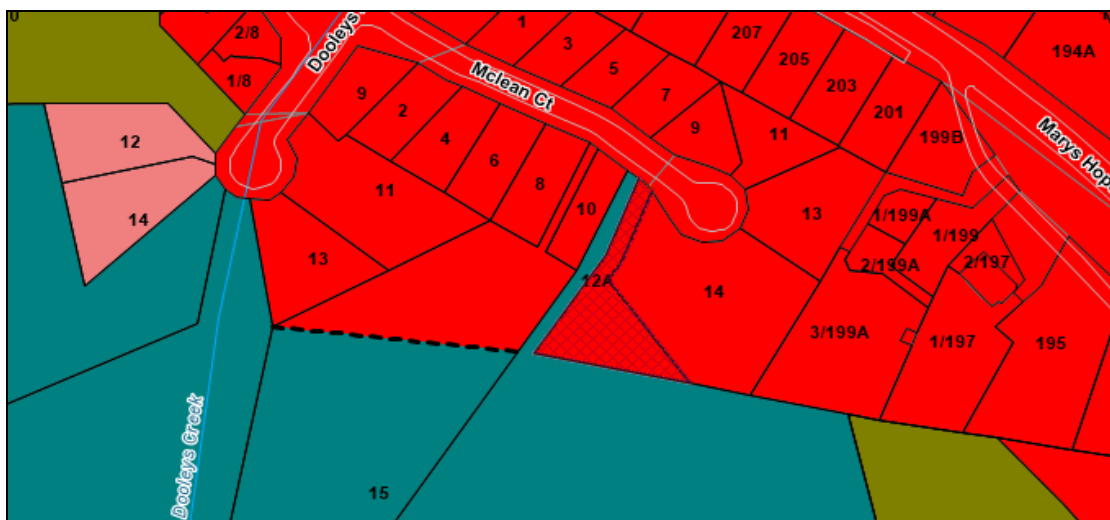


Figure 3: Zoning Map – GIPS 2015

BACKGROUND

Application

The application is supported by the following:

- Bushfire Planning Report and Bushfire Hazard Management Plan by Cova dated 18/10/18

The report concludes that the dwellings can be constructed to Bushfire Attack Level BAL 29 with the inclusion of safety features and implementation of the Bushfire Hazard Management Plan. One of the safety features would be a metallic fence on the rear boundary. Bushfire hazard management areas would be contained within the property boundaries.

Permits

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 three dwellings on vacant land, which falls under the use class Residential (Multiple Dwellings). 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:

Multiple Dwelling

means 2 or more dwellings on a site.

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
- 10.4.3 P2 Site coverage and private open space for all dwellings

Part C: Special Provisions

No special provisions of the Scheme are 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 (Multiple Dwellings) is 'permitted' 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

The application accords with all relevant Acceptable Solutions as demonstrated in the attached appendix, except as follows:

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 respect to the building envelope. Therefore, the proposal relies on the 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 dwellings would not be parallel with the northeast boundary. In addition, various sections of the buildings are stepped in. This results in corner sections encroaching on the setback margin required by the Acceptable Solution, which are proportional to the height of each wall. It is noted that the common boundary with the property in front is not the rear boundary of that property, which means that the setback margin is less than 4.5m.

The proposed dwellings would be outside the building envelope on the northeast boundary and at the rear. Unit 1 would have one corner of the dwelling encroaching on the setback distance and Unit 2 would have two corners encroaching. The smallest proposed setback would be 1.58m and the largest setback required under the Acceptable Solution would be 2.4m. In addition, Unit 2 and Unit 3 would have a deck within 4m of the rear boundary, at 3.375m and 4.2m respectively. Nevertheless, it is considered that the proposed dwellings would satisfy the above Performance Criteria for the following reasons:

- There would be no overshadowing of any neighbouring dwelling or private outdoor space because shadows would fall to the south. The decks within the rear setback margin are at ground level for that portion, so that there would be no shadows.
- The dwellings would not cause any significant visual impact when viewed from the adjacent property as the maximum height of the northeast elevation would be 5.2m. The dwellings would have skillion roofs that rise uphill, which reduces the height on the northeast boundary. In addition, relatively small portions of the dwelling would be outside the building envelope.
- In terms of comparable setbacks between buildings, the most regular pattern is along the street and would not be relevant to this property, because the property is isolated and surrounded by large properties exhibiting various setbacks.

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

10.4.3 A2 Site coverage and private open space for all dwellings

The proposal does not meet the Acceptable Solution in 10.4.3 A2 with respect to the area of private outdoor space. The proposal includes decks with an area less than 24m². Therefore, the proposal relies on the related Performance Criteria as follows:

10.4.3 P2 Site coverage and private open space for all dwellings

A dwelling must have private open space that:

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

Comments

The proposal provides a deck for each dwelling for private outdoor space, as well as additional area around the dwelling. Each dwelling would have private outdoor space of a total of 60m², which complies. However, the private outdoor space in one place that would have the required grades, dimensions and would be accessible from a living area is not 24m². This area is provided in the form of decks, which range between 19m² and 22m². Each deck would have access to another area of private outdoor space. Unit 2 and Unit 3 would have a deck that is level with the ground at the rear of each dwelling and Unit 1 would have steps from the deck to an area in front of the dwelling.

The secondary private outdoor space is steeper than 1:10 and is not directly adjacent to the living areas. Nevertheless, it is considered that the proposal provides areas for each dwelling suitable as serving as an extension to the dwelling for outdoor activities. The proposed decks would provide a suitable area for tables and chairs for outdoor dining and would be orientated to take advantage of sunlight. The secondary outdoor space would be suitable for landscaping, children's play and operational needs. Therefore, there would be sufficient private outdoor space.

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

Part E: Codes

The following codes of the Scheme apply to this proposal:

E1.0 Bushfire-Prone Areas

This code does not apply to uses other than a vulnerable use.

Vulnerable uses are a Custodial Facility, Educational and Occasional Care, Hospital Services, Respite Centre, Residential Aged Care Home, Retirement Home and Group Home, as defined in clause E1.3 of the Scheme.

Bushfire hazard management for dwellings is assessed as part of the Building Permit application process. Nevertheless, the applicant was asked to submit a bushfire hazard management assessment. The assessment was required to demonstrate that the dwellings could be constructed at this location without relying on neighbouring land at the rear for bushfire hazard management. The land at the rear is covered by the biodiversity overlay.

E5.0 Road and Railway Assets 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 Access and Parking 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.

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*****E5.0 Road and Railway Assets Code***

The new use will not 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 AA1 and A2 of the E5.6.2. Therefore, the development complies with Code E5 Road and Railway Assets Code.

E6.0 Parking and Access Code

The site can be accessed off the existing vehicular access and right of way onto the site. The site is steep but will comply with AS2890.1:2004 in general as shown on the P2 plan received by Council. Two (2) car parking spaces for each dwelling are proposed to make the total number of parking spaces to six (6) spaces; this complies with the acceptable solution A1 of the Code E6.6.1. An on-site turning area is not required given the Mclean Court AADT is under 6,000 vpd. However, the turning can be achieved with multi-point turns within the driveway. Passing bays are proposed and comply with the requirement. Therefore, the development complies with Code E6 Parking and Access Code. There are a number of representations that raise concerns regarding the driveway design and drainage arrangement. The plans do not clearly show all the parking spaces as two spaces would be provided in the garage of Unit 3, which was confirmed by the applicant. In addition, there would be two spaces between Unit 2 and Unit 3 and two spaces between Unit 1 and Unit 2. Driveway gradients comply with the Australian Standard. Run-off from the driveway is proposed to be discharged to Council's system. Conditions are recommended accordingly. It is concluded that the site is capable of being developed and local traffic conditions are not expected to be significantly affected.

E7.0 Stormwater Management Code

There are no GCC stormwater mains affected by this application; and the 150mm stormwater kerb connection is available at the low point of the site. There will be a condition for all run-off to be collected within the site and drained to the existing Council's approved system.

Other***E3.0 Landslide Code***

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

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

Not applicable.

E15.0 Inundation Prone Areas Code

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

Waste Management Officer

Waste Services to the proposed multiple dwelling development would be Council's standard bin service collected fortnightly.

- The Council's Standard Bin Service includes one (1) x 140L wheelie bin for Waste and one (1) x 240L wheelie bin for recycling to each of the dwelling, collected fortnightly.
- Please note that this property would have a total of six (6) bins, three (3) Waste bins and three (3) Recycling Bins.
- This property has an existing kerbside/nature strip area for placement of the bins therefore the dwellings would have their own individual bins.
- All bins are to be placed on the kerbside for collection.
- Council's Waste Management Contractor collection trucks will not enter the property to collect and empty the wheelie bins.

EXTERNAL REFERRALS**TasWater**

The application was referred to TasWater, which has nominated a number of conditions should the application be approved. The *Water and Sewerage Industry Act 2008* requires the Planning Authority to include conditions from TasWater, if a permit is granted.

REPRESENTATIONS

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

1. Multiple Dwellings

Four representors state that units are not wanted in McLean Court and it was thought that the zoning of the area did not allow for multiple dwellings. Furthermore, that the introduction of units would impact on the environment currently enjoyed. In addition, that multiple dwellings would be inappropriate for the area and would not be in keeping with the single dwellings in the street.

Planner's Comment:

This issue has been previously addressed under the heading Zone Purpose Statement and Use Table. In summary, multiple dwellings are permitted within the General Residential Zone. In addition, the proposal complies with residential density for multiple dwellings. There is no discretion in this regard.

2. Privacy

One representor state that privacy will be affected by overlooking of a property adjoining the access strip of 12 McLean Court.

Another representor states that overlooking of the property in front would occur, as the windows are too close to the boundary and there would be a direct view to the front door.

Planner's Comment

The separation of the windows from the boundaries complies with the standard. Whilst there are some second-floor windows within 3m of the northeast boundary, the windows would be offset by more than 1.5m from any window at 14 Mclean Court. In addition, there would be approximately 9m separation between the dwellings at the closest point. In terms of overlooking properties adjoining the access strip of 12 Mclean Court, the western windows and the deck of Unit 3 would be 3m from the western boundary of 12a Mclean Court and would be further separated by intervening access strip of 12 Mclean Court. Therefore, there is significant separation, so that privacy would not be unreasonably affected.

3. Private Outdoor Space

A representor states that there would not be sufficient private outdoor space for the units.

Planner's Comment

There is a discretion in terms of private outdoor space, as the decks are smaller than 24m² for a level outdoor area in one place. However, it is considered that there would be sufficient private outdoor space overall, considering there are additional areas of outdoor space.

4. Property Values

Two representors state that significant devaluation would occur because of the unit development.

Planner's Comment:

This issue is not a planning issue that can be considered as part of this application.

5. Parking, Turning and Driveway Width

The representor states that the development does not provide two parking spaces per dwelling and that more turning areas should be provided. In addition, that the driveway would not be wide enough to accommodate the traffic and would not allow for passing.

Another representor states that there would not be enough visitor spaces and that parking in the street is already a problem, due to the large homes in the street.

Planner's comment

The proposal satisfies the requirements with respect to parking, turning and passing. There would be six parking spaces required, which are provided, and there is adequate opportunity for turning and passing. A visitor space is only required for four dwellings or more. Passing bays are provided.

6. Traffic noise

Two representors state that there will be extra noise from the additional traffic, both in the street and from the shared driveway that will be carried up the hill.

Planner's Comment:

This issue is not a planning issue that can be considered as part of this application.

7. Water runoff

The representor states that water runoff along the access strip of 12 Mclean Court is an ongoing concern for properties adjoining the access strip. Another representation is also concerned about an increase in runoff and water being directed at 14 Mclean Court.

Planner's comment

Stormwater from impervious surfaces of the proposed development will have to be drained to Council's stormwater system. Please refer to the Engineering Assessment earlier in this report for details.

8. Water pressure

The representor states that there is already low water pressure in Mclean Court so that an additional three dwellings would exacerbate the situation.

Planning comment

The application was referred to TasWater, which did not raise any issues in this regard. It is noted, however that the bushfire assessment submitted with the application will require water tanks for firefighting. The proposal will need to be in accordance with bushfire assessment.

9. Damage and maintenance to shared driveway

The representation states that the shared driveway needs to be maintained to a usable standard and kept clean during construction, to ensure it is safe. Furthermore, levels of the new driveway should match the levels of the portion of driveway on the neighbouring land.

Planner's Comment:

This issue is not a planning issue that can be considered as part of this application.

10. Fence

The representation states that excavation may pose a risk to the property in front, if there was no fence. If a fence was proposed, then who would pay for it.

Planner's comment

Fencing between neighbours is a private matter if the fence does not exceed 2.1m on the side and rear boundary. Excavation would have to occur in a safe manner and in accordance with a soil and water management plan, which is proposed as a condition if approved.

11. Airbnb

The representor asks if the dwellings would be used for Airbnb.

Planner's comment

The application does not include any visitor accommodation. In the event that an entire dwelling was to be used as an Airbnb, a separate application would be required.

CONCLUSION

The application is for three dwellings on a vacant, internal lot within the General Residential Zone. The application is discretionary for the building envelope and private outdoor space.

Regarding the building envelope, two of the dwellings have several corners that step within the setback margin on the northeast boundary. Nevertheless, there would be no overshadowing to the neighbouring property at 14 Mclean Court, because any shadows would fall away from that property to the south. In terms of visual impact, it is considered that only small portions of the dwellings would be outside the building envelope and the dwellings would not have an excessive height or width.

Regarding private outdoor space, the proposed dwellings would comply with the overall area of private outdoor space. It is the area directly accessible from a living area, with the required grade and dimensions that causes the discretion as the decks provided for the purpose are less than 24m². Nevertheless, it is considered that there would be sufficient usable outdoor space to cater for outdoor dining and relaxation.

As such, the discretions satisfy the respective Performance Criteria.

The application was advertised for the statutory 14-day period with four representations being received. The representations raised issues with respect to multiple dwellings; privacy and private outdoor space; property values; parking, access and driveway; traffic noise; water runoff; water pressure; driveway maintenance, fencing and visitor accommodation. These issues were addressed within the report. In summary, the area is zoned General Residential where multiple dwellings are permitted.

In terms of privacy, the windows comply with the acceptable solution and the decks would have screening to prevent overlooking. It is noted that there is nine metres of separation at the closest point between the dwellings and the nearest neighbouring dwelling. In terms of parking, access and passing issues, the proposal complies. Water runoff was also raised as a concern and will have to be managed so as not to adversely affect the neighbouring properties. It is noted that the existing driveway will be replaced so that there will be better drainage of impervious surfaces. All stormwater will have to be disposed of by gravity to public stormwater infrastructure. Overall, it is considered that the issues raised either comply or can be managed satisfactorily.

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 Multiple Dwellings (at 12A Mclean Court Rosetta, subject to the following conditions:

Planning

1. Use and development must be substantially in accordance with planning permit application No. PLN-18-084 and Drawing No. P2 submitted on 04/02/19, 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 2018/00939-GCC, 13/02/2018, form part of this permit.
3. The decks of Unit 1 and Unit 2 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%. The screens must be installed prior to a certificate of occupancy and must remain for the duration of the approved use to the satisfaction of Council's Senior Statutory Planner.
4. Bushfire hazard management must be contained within the boundaries of the property.

Engineering

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

6. The loading and unloading of goods, including building materials and equipment, from vehicles must only be carried out on the land.
7. 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.
8. 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) Six (6) car parking spaces must be provided in accordance with the approved plan, clearly line-marked and kept available for these purposes at all times;
 - (c) Vertical alignment must include transition curves (or straight sections) to the Australian Standard, Clause 2.5.3 (d) at all grade changes greater than 12.5%;
 - (d) All runoff from paved and driveway areas must be discharged into Council's stormwater system, drainage design must be provided;
 - (e) Passing bays must be provided;
 - (f) The gradient of any parking areas must not exceed 5%; and
 - (g) Minimum carriageway width is to be no less than 3.0 metres.

All works required by this condition must be installed prior to the occupancy of the dwelling.

9. Barrier compliant with the Australian Standard AS 1170.1 must be installed to prevent vehicles running off the edge of a carriageway, raised platform or deck where the drop from the edge of the trafficable area to a lower level is 600mm or greater, and wheel stops must be installed for drops between 150mm and 600mm. Barriers must not limit the width of the driveway access or parking and turning areas approved under the permit. All works required by this condition must be installed prior to the occupancy of the dwelling.
10. The stormwater detention for a 1 in 20-year ARI storm event must be provided on site. Any system proposed to retain the required runoff storage volume must be detailed in an engineering design lodged and approved as part of the plumbing application, and to be designed, constructed and maintained to the satisfaction of Council's Plumbing Surveyor.

Advice to Applicant

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

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.

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.

Bushfire Hazard Management

Please be aware that a Bushfire Hazard Assessment recommends safety features and the implementation of a bushfire management plan to achieve a BAL-29. The assessment is by Cova dated 18/10/18 and should be submitted with any Building Permit Application.

Waste Management

Waste Services to the multiple dwelling development would be Council's standard bin service collected fortnightly.

- The Council's Standard Bin Service includes one (1) x 140L wheelie bin for Waste and one (1) x 240L wheelie bin for recycling to each of the dwelling, collected fortnightly.
- Please note that this property would have a total of six (6) bins, three (3) Waste bins and three (3) Recycling Bins.
- This property has an existing kerbside/nature strip area for placement of the bins therefore the dwellings would have their own individual bins.
- All bins are to be placed on the kerbside for collection.
- Council's Waste Management Contractor collection trucks will not enter the property to collect and empty the wheelie bins.

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.	Land area 1278m ² / 426m ² =426	Yes
10.4.2 Setbacks and building envelopes for all dwellings:	A1 Unless within a building area, a dwelling, excluding protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m into the frontage setback, must have a setback from a frontage that is: (a) if the frontage is a primary frontage, at least 4.5 m, or, if the setback from the primary frontage is less than 4.5 m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or (b) if the frontage is not a primary frontage, at least 3 m, or, if the setback from the frontage is less than 3 m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site; or	Internal lot	NA

	(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.	30m+	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	Rear setback Unit 1 and Unit 2 have a deck each within 4m of the rear setback, but the dwellings are 5.6m and 5.7m away respectively. Therefore, the proposal does not comply with the rear setback. Side setback west Unit 1 and Unit 2 have side setbacks of 3.6m and 3.2m for the dwelling respectively for a wall with a maximum height of 5.4m and 5.8m, which complies.	No-Discretion

	(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).	Side setback east It is noted that the northeast boundary does not adjoin the rear boundary of the lot in front, which runs in continuation with the rear boundary of the subject lot so that the required setback is less than 4.5m. Unit 1 would have a setback of 1.6m for a wall with a maximum height of 5.2m at the closest corner. Unit 2 would have three corners close to the boundary at 2.275m, 1.58m and 1.508m, for heights at the corners of 5.4, 5.4 and 4m. A height of 5.4m requires a setback of 2.4m. A height of 4m requires a setback of 1.5m Unit 2 and Unit 3 have a deck within the rear setback margin, at 4.2m and 3.375m.	
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	Land 1278m² Building footprint 483m² a) Site coverage 37% b) Total POS more than 60m² c) More than 25%	Yes

	(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) 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	Each dwelling would have a deck for private outdoor space adjacent to the living areas as follows: Unit 1: 19.14m² of which 16m² is 4m wide Unit 2: 22.314m² of which 13.764m² is 4m wide Unit 3: 16.25m² of which 4.5m² is 4m wide The decks of Unit 2 and Unit 3 are level with the ground at the rear. The deck of Unit 1 has stairs to an area in front.	No-Discretion

	(f) has a gradient not steeper than 1 in 10; and (g) is not used for vehicle access or parking.		
10.4.4 Sunlight 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).	All dwellings have the living room windows face north.	Yes
	A2 A multiple dwelling that is to the north of a window of a habitable room (other than a bedroom) of another dwelling on the same site, which window faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A), must be in accordance with (a) or (b), unless excluded by (c): (a) The multiple dwelling is contained within a line projecting (see Diagram 10.4.4B): (i) at a distance of 3 m from the window; and (ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal. (b) The multiple dwelling does not cause the habitable room to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June. (c) That part, of a multiple dwelling, consisting of: (i) an outbuilding with a building height no more than 2.4 m; or (ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m horizontally from the multiple dwelling.	Unit 1 is north of Unit 2, but is separated by 6m	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): (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.	No dwelling is to the north of POS of another dwelling.	Yes
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 is within 12m	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 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.	Unit 1 and Unit 2 have decks within 1.5m and 2.1m from the side boundary. Both decks would have screens to 1.7m, with transparency of no more than 25%. The decks of Unit 2 and 3 are less than 4m from the rear boundary. However, the portion of the decks within the rear setback have a floor level less than 1m above NGL.	Yes
	A2 A window or glazed door, to a habitable room, of a dwelling, that has a floor level more than 1 m above the natural ground level, must be in accordance with (a), unless it is in accordance with (b):	The dwellings are not parallel to the boundary and are stepped in so that second floor windows are at various distances from the boundary, only two windows are within 3m of a side boundary.	Yes

	(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 (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%.	Unit 1 and Unit 2 would have a second-floor kitchen window at 1.6 and at 2m respectively from the side boundary. There are no windows on the neighbouring land, opposite Unit 1 so that the kitchen window of Unit 1, is offset bay at least 1.5m, which complies with (b). The kitchen window of Unit 2 would be 3m further west than the western wall of the neighbouring dwelling so that it complies with (b). All other windows are at least 3m from the side boundary, 4m from the rear boundary, 6m from another dwelling and 6m from any POS.	
	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:	Unit 1: The western elevation of Unit 1 is less than 2.5m from the common driveway but has a ground floor window with a sill height of 1.7m above the shared	Yes

	(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.	driveway. Unit 2: The western elevation of Unit 2 would adjoin the common driveway, but there are no windows on the ground floor so that this unit complies. Unit 3: The northern elevation of Unit 3 adjoins the common driveway but has a garage and a door adjoining. There is one window that faces the driveway, which is separated by a garden bed at least 2.5m wide.	
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 front fence is 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	There would be individual bins, which can be stored at each dwelling.	Yes

	(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.		
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APPENDIX B**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.		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
	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

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		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.		Yes
E5.6.3 New Level Crossings	A1 No Acceptable Solutions.		NA
E5.6.4 Sight distance at accesses, junctions and level crossings	A1 Sight distances at: (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and (b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.		Yes

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

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

E6.6.3 Number of Motorcycle Parking Spaces	A1 The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.		N/A
E6.6.4 Number of Bicycle Parking Spaces	A1 The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.		N/A
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;		N/A

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

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
	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: (a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site; (b) the use is not primarily dependent on outward delivery of goods from the site.	N/A	N/A
E6.7.14 Access to a Road	A1 Access to a road must be in accordance with the requirements of the road authority.		Yes

APPENDIX D**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; (b) new car parking is provided for more than 6 cars; (c) a subdivision is for more than 5 lots.		N/A
	A3 A minor stormwater drainage system must be designed to comply with all of the following: (a) be able to accommodate a storm with an ARI of 20 years in the case of non-industrial zoned land and an ARI of 50 years in the case of industrial zoned land, when the land serviced by the system is fully developed;		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.		NA

Attachments/Annexures

- 1** Attachment - 12A McLean Court Rosetta



**6. PROPOSED USE AND DEVELOPMENT - MULTIPLE DWELLINGS
(2) - 167 TOLOSA STREET GLENORCHY**

Author: Senior Statutory Planner (Vanessa Tomlin)

Qualified Person: Senior Statutory Planner (Vanessa Tomlin)

Property ID: 5398660

REPORT SUMMARY:

Application No.:	PLN-18-275
Applicant:	Easy Way Homes
Owner:	Z Jakubowski
Zone:	General Residential
Use Class	Residential
Application Status:	Discretionary
Discretions:	10.4.2 Setbacks and building envelopes for all dwellings (P3); 10.4.3 Site coverage and private open space for all dwellings (P2); 10.4.4 Sunlight and overshadowing of all dwellings (P1); 10.4.6 Privacy for all dwellings (P1, P2 and P3) (The proposal meets all other applicable standards as demonstrated in the attached appendices)
Level 2 Activity?	No
42 Days Expires:	20 March 2019
Existing Land Use:	Vacant land
Representations:	1
Recommendation:	Approval, subject to conditions

REPORT IN DETAIL:**PROPOSAL**

The proposal involves the construction of two dwellings at 167 Tolosa Street, Glenorchy.

Proposed dwelling 1 is to consist of three bedrooms, two bathrooms, an open plan kitchen, dining and lounge area with access to a deck, a single attached garage and another parking space adjacent to the frontage of the site. Proposed dwelling 1 is to have 28m² of private outdoor space to the rear of the dwelling. This private outdoor space is to be accessed from the proposed deck. Proposed dwelling 1 is to be a single storey dwelling that is to be setback 4.9m from the frontage, setback 0.2m from the north-eastern side boundary and 4m from the south-western side boundary.

Proposed dwelling 2 is to be a two-storey dwelling separated from proposed dwelling 1 by 5m. Within this intervening space there is to be a turning area, which will enable the vehicles to turn on site and exit in a forward direction on to Tolosa Street. The ground floor of proposed dwelling 2 is to consist of a double garage, rumpus with deck, three bedrooms, a bathroom, a laundry, an entry and stair well to the first floor. The first floor is to consist of another bedroom (total of four bedrooms), ensuite, open plan kitchen, dining and living area with access to a deck. There is 28m² of private outdoor space proposed for this dwelling at ground level. Proposed dwelling 2 is to be setback approximately 2.75m from the north-eastern side boundary, 1.8m from the southern rear boundary and 0.5m from the south-western side boundary.

The proposal relies on performance criteria to comply with 10.4.2 Setbacks and building envelopes for all dwellings (P3); 10.4.3 Site coverage and private open space for all dwellings (P2); 10.4.4 Sunlight and overshadowing of all dwellings (P1); 10.4.6 Privacy for all dwellings (P1, P2 and P3.)

SITE and LOCALITY

The site is a vacant lot located on the south-eastern side of Tolosa Street, approximately 20m east of Burton Street and 90m south of Wariga Road, Glenorchy (Fig. 1).



Figure 1. An aerial view of the site and surrounds

The site has 39.4m of frontage to Tolosa Street, an average depth of 38m and is 779m². The site gently slopes down from the west to the east, with a gradient of approximately 1in 20.

The locality is characterised by established residential use, which are predominately single and double storey 'single dwellings'.

ZONE

The site is located within the General Residential zone. The Community Purpose zone is in proximity to the site (Fig. 2).

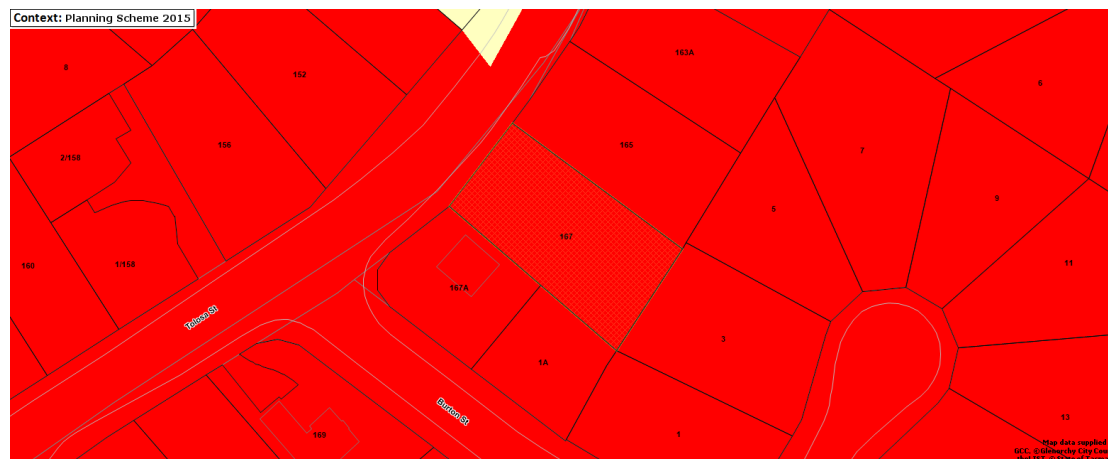


Figure 2. A snapshot of the zoning in the vicinity of the site, showing the General Residential zone (red) and the Community Purpose (light yellow).

BACKGROUND

20 November 2018 A Certificate of Completion for demolition was issued.

PLN-18-181 Demolition of single dwelling was approved on 29 August 2018. The application was for the demolition of a fire damaged single dwelling and outbuilding.

Glenorchy Planning Scheme 1964 - The dwelling was constructed in 1966 and was a permitted use and development at that time.

This application was advertised for the statutory timeframe of 14-days and received a representation. As a result of the issues raised in the representation, the applicant amended the design of the proposed dwellings to include a 1.5m balustrade fitted with obscure glass for the proposed decks of both dwellings 1 and 2. Previously, there was a 1m balustrade proposed for deck of dwelling 1 and a 1.5m privacy screen with 25% transparency, to the western elevation only. This amendment to the plans did not cause a change to the description of the proposal and was assessed as not causing an increase to the exercise of or invoking a discretion and was not re-advertised. The representor was notified of the amendment and provided further comment, while retaining their right to appeal the decision, in accordance with S54 of LUPAA.

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 Zone provisions in this assessment.

Use Class Description (Table 8.2):

The use class is Residential, which 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):

Amenity means, in relation to a locality, place or building, any quality, condition or factor that makes or contributes to making the locality, place or building harmonious, pleasant or enjoyable.

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.

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.

Existing ground level when used in respect of a development, means the level of a site at any point before the development occurs.

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

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 means 2 or more dwellings on a site.

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

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

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 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 General Residential zone because the proposal is for a residential use on a fully serviced site.

Use Table

The individual use of multiple dwellings within the Residential use class, is a permitted use within the zone.

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

10.4.2 Setbacks and building envelopes for all dwellings (P3)

The acceptable solution allows for a maximum height of 8.5m, with the building envelope projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above natural ground level at the side boundaries and a distance of 4 m from the rear boundary to the maximum building height of not more than 8.5 m above natural ground level (Fig. 3).

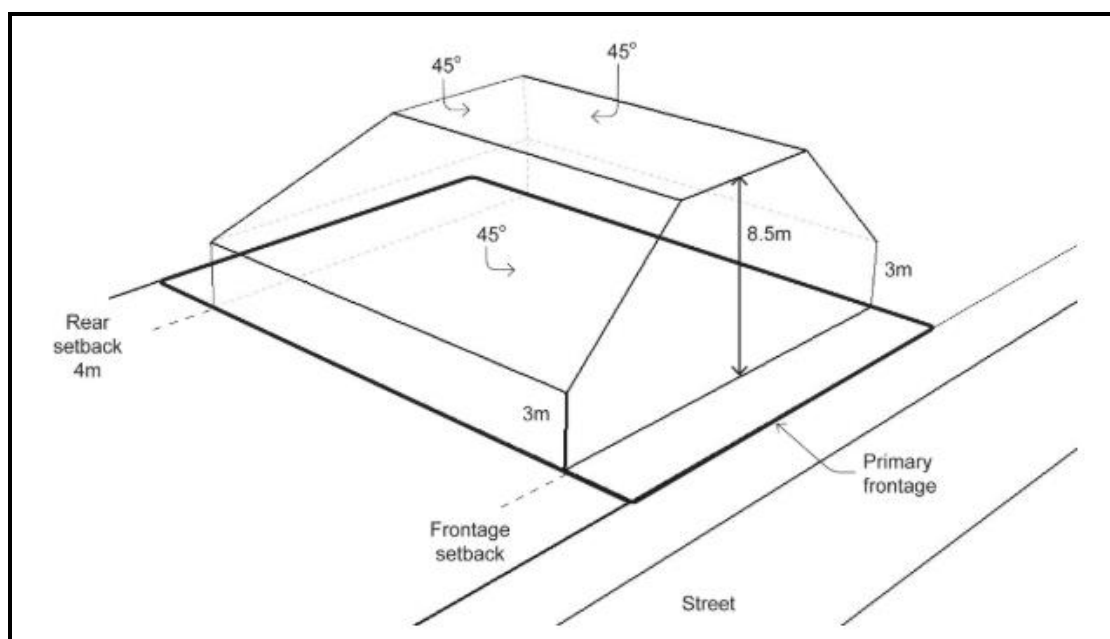


Figure 3. The building envelope as required by clause 10.4.2 A3.

The skillion roof of proposed dwelling 1 adjacent to the north-eastern boundary extends marginally outside the vertical building envelope, as does the skillion roof of proposed dwelling 2. The south-eastern elevation of proposed dwelling 2 extends outside of the vertical building envelope, largely because of the proximity to the rear boundary.

As such, the proposal relies on the performance criteria to comply with the standard. The performance criteria require the siting and scale of a dwelling to

- (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.

Shadow diagrams were provided to show the extent of potential shadow cast from the proposal onto the adjoining lots. The shadow diagrams show shadow over the adjoining lot to the south-west at 9am, with the shadow retracting by 12 noon and moving to cast some shadow, mainly on the adjoining lot to the rear of the site at 3pm. As a result, the adjoining lots are expected to receive at least three hours of sunlight to habitable rooms and private outdoor space on the winter solstice (Fig. 4).

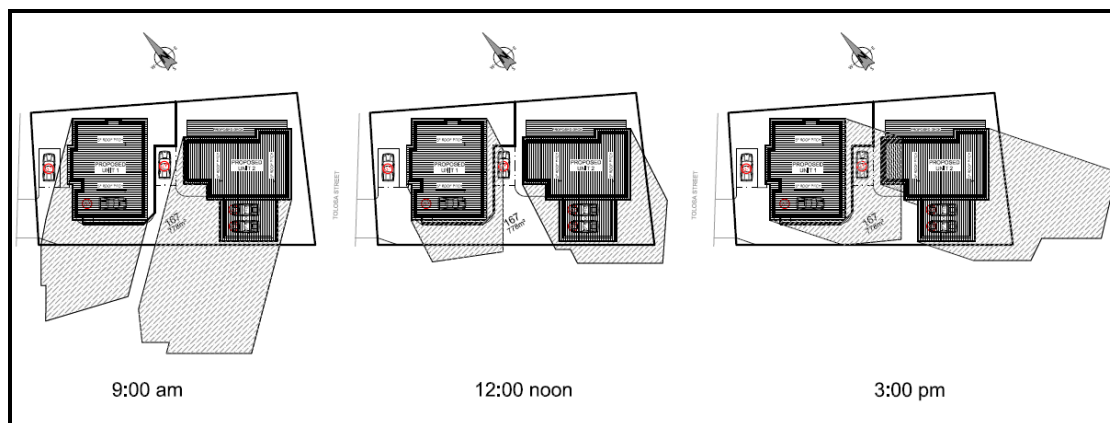


Figure 4. A shadow diagram showing the extent of potential shadow cast onto the adjoining lots.

Proposed dwelling 1 is to be a single storey dwelling that is consistent in scale with other existing single storey dwellings in the locality. Proposed dwelling 2 is to be a double storey dwelling, with a deck extending along the ground floor and first floor of the north-eastern elevation (Fig. 5).

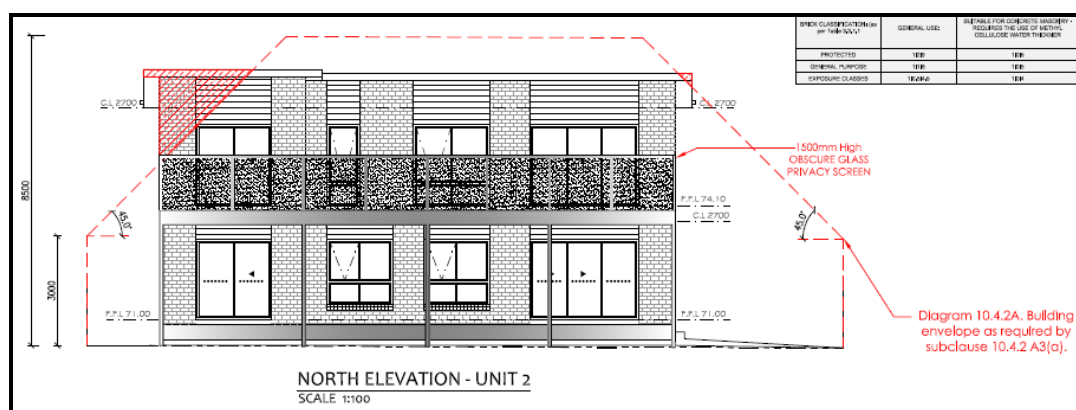


Figure 5. A view of the north-eastern (north) elevation of proposed dwelling 2, showing the decks along extending along the ground and first floors.

Proposed dwelling 2 responds to the gentle slope, resulting with a higher finished ground floor level on the north-eastern side of the building. This effectively adds to the height of the dwelling, as does the skillion roof design on this elevation. The maximum height of the proposal is to be 8.5m.

Nevertheless, proposed dwelling 2 is assessed as being consistent in apparent bulk and scale with other double storey dwellings in the locality and for that reason is not expected to dominate views from adjoining lots (Fig. 6).

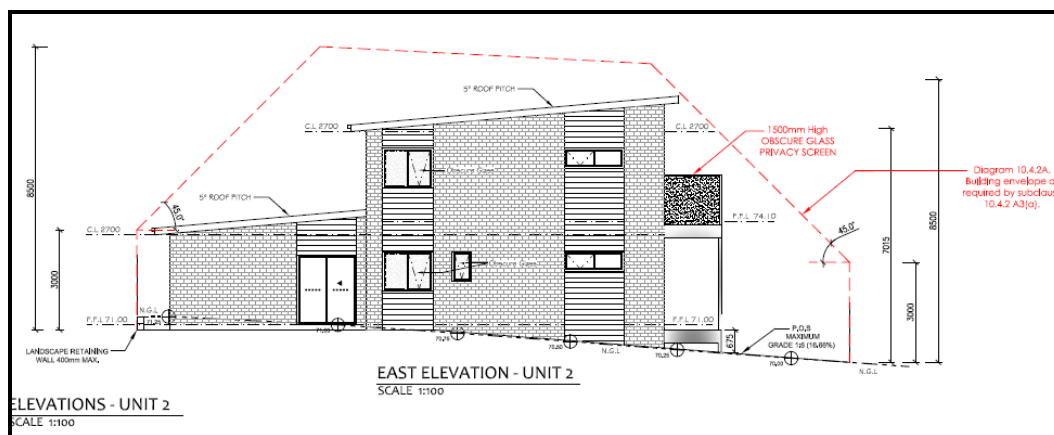


Figure 6. The view of proposed dwelling 2 from the adjoining lot to the rear of the site.

Both proposed dwelling 1 and 2 are not to be parallel to the boundaries and are to be positioned at an angle. This results in a minimum eastern side boundary setback of 0.2m and a maximum setback for this boundary of 1m for proposed dwelling 1. Proposed dwelling 2 is to have a minimum eastern side boundary setback of 2.67m and a maximum setback of 3.8m to this boundary. Similarly, the rear boundary setback is to be 1.6m to a maximum of 2.8m. These measurements are taken from the edge of the deck and the eaves, whichever is relevant. The proposed setbacks contribute to the future separation distances between dwellings on adjoining lots.

The separation distances between dwellings in the locality varies greatly, with a minimum separation distance of 2m between dwellings to maximum of 11m. The average separation distance is +/-3m. The proposed separation distance of dwelling 1 to the adjoining dwelling to the east is to be a minimum of 1.2m progressing to 2m for dwelling 1. The proposed separation distance for dwelling 2 to the dwelling to the east is to be approximately 4.5m. In relation to the western adjoining dwelling, the separation distance is to be approximately 3m. The separation distance between dwellings is assessed as being compatible with that prevailing in the locality.

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

10.4.3 Site coverage and private open space for all dwellings (P2)

The designated areas for private outdoor space do not satisfy the requirements of the acceptable solution and rely on the performance criteria to comply with the standard. The performance criteria require 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.

Proposed dwelling 1 is to have a deck that is conveniently located to the living areas of that dwelling. This deck acts as a transitional space and provides access to ground level areas for outdoor relaxation and children's play, with a northerly aspect.

Similarly, proposed dwelling 2 is to have north-eastern facing decks, conveniently located to the living areas of that dwelling. The ground floor deck provides access to ground level private outdoor space suitable for entertaining and children's play, while the first-floor deck provides a further area for outdoor relaxation. Accordingly, the proposal is assessed as satisfying the standard, through the performance criteria.

10.4.4 Sunlight and overshadowing of all dwellings (P1)

No windows of habitable rooms (other than a bedroom) that face between 30 degrees west of north and 30 degrees east of north are proposed. 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).

The living areas of both proposed dwellings are oriented toward the north-east. As such, the proposal is assessed as being sited and designed to provide an opportunity for sunlight to enter habitable rooms of the dwellings.

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

10.4.6 Privacy for all dwellings (P1)

The acceptable solution of this standard requires a deck that has a finished floor level more than 1m above natural ground level to have a permanently fixed screen to a height of at least 1.7 m above the finished floor level, with a uniform transparency of no more than 25%, when within 3m of the side boundary and 4m of the rear boundary. The aforementioned screening is not designed to eliminate the potential for overlooking but reduces the opportunity for overlooking when such a deck is within 3m of a side boundary and 4m of a rear boundary.

The proposed deck for dwelling 1 has part of the finished floor area above 1m of natural ground level and is to be within 3m of the side boundary. In addition, part of the first-floor deck for dwelling 2 is to be within 3m of the side boundary and within 4m of the rear boundary. A 1.7m high screen with a uniform transparency of no more than 25% for each deck is not proposed. Accordingly, the proposal does not comply with the acceptable solution and relies on the performance criteria.

The objective of this standard is to provide reasonable opportunity for privacy for dwellings. To that end, the performance criteria requires a deck that has a finished floor level more than 1 m above natural ground level, to be screened, or otherwise designed, to minimise overlooking of:

- (a) a dwelling on an adjoining lot or its private open space; or
- (b) another dwelling on the same site or its private open space; or
- (c) an adjoining vacant residential lot.

The proposed decks that are to have a floor level more than 1m above natural ground level are to have balustrades fitted with obscured glass, to a height of 1.5m. The intention of this proposed balustrade design is to screen the adjoining lot(s) and minimise the potential for overlooking of the dwelling or its private open space, on the adjoining lot(s).

It is acknowledged that the proposed balustrade design will not eliminate the potential for overlooking the dwelling or its private outdoors space on the adjoining lot, particularly when a user of the deck, such as an adult of average height is standing alongside the balustrade. However, the likelihood of looking down onto the dwelling or its private outdoors space on the adjoining lot is reduced relative to the distance such a user of the deck is from the balustrade. Furthermore, the likelihood of seated users of the deck being able to look down onto the dwelling or its private outdoors space on the adjoining lot is diminished by the proposed balustrade design. For those reasons, it is considered that a reasonable opportunity for privacy is provided to the adjoining dwelling and its private outdoor space through the proposed design of the balustrade.

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

10.4.6 Privacy for all dwellings (P2)

The north-eastern elevation of proposed dwelling 1 is to have a floor height more than 1m above natural ground level, with glazed doors setback a minimum of 1.81m and 2.54 m respectively. Accordingly, the proposal relies on performance criteria.

It is noted that proposed dwelling 2 is to have windows to habitable rooms within 4m of the rear boundary with a floor height of more than 1m. However, these windows are to be fixed with obscure glazing or are highlight windows that are offset horizontally by at least 1.5m from windows of the dwelling on the adjoining lot to the rear and complies with the acceptable solution.

The performance criteria require 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, to 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 north-eastern facing windows of proposed dwelling 1 are assessed as being designed to minimise direct views of the windows or glazed doors, to a habitable room of the dwelling and its private outdoor space on the adjoining lot because of the 1.5m high obscured glazed balustrade of the adjacent deck (Fig. 7).

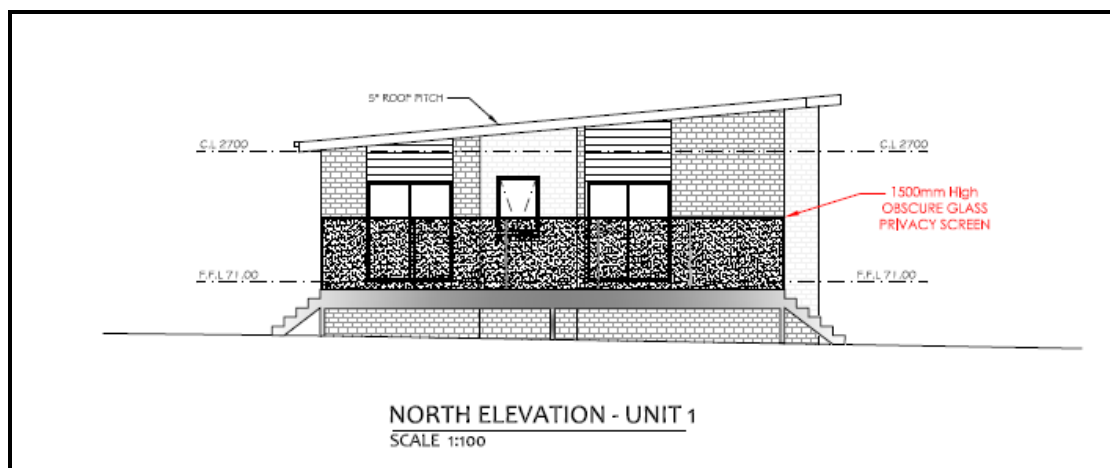


Figure 7. A view of the north-eastern (north) elevation of proposed dwelling 1, showing the 1.5m high obscure glass privacy screen.

The proposal complies with the standard through the performance criteria.

10.4.6 Privacy for all dwellings (P3)

Proposed dwelling 1 is to have a window of a habitable room that is to be separated by 1m from the shared driveway. However, there is no screen of at least 1.7 m in height proposed and the window sill height is not to be 1.7 m above the shared driveway, nor is fixed obscure glazing proposed for the window (Fig. 8). As such, the proposal does not comply with the acceptable solution and relies on performance criteria.

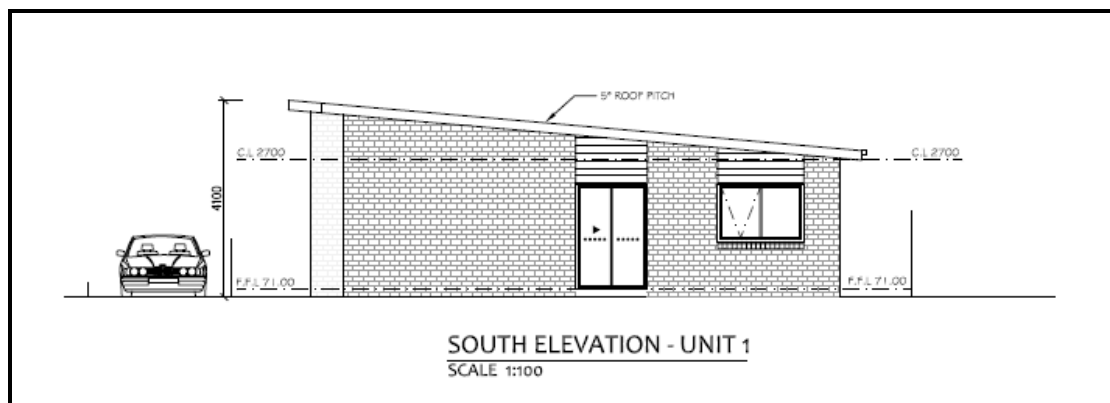


Figure 8. The south-western (south) elevation of proposed dwelling 1, which faces the shared driveway. The glazed doors provide access to the waste storage area from the garage and the window shown is to a habitable room.

The performance criteria require 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.

The proposed window to the habitable room is to be double glazed and so vehicle noise impacts will be minimised.

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

Part E: Codes

The following codes of the Scheme apply to this proposal:

Road and Rail Asset Code

The proposal is assessed as complying with the applicable acceptable solutions of this code. Please see the Development Engineer's comments in the internal referral section of this report and the appendix.

Parking and Access Code

Two parking spaces per dwelling is proposed. This satisfies the acceptable solution of the applicable standard in the code. The proposal enables onsite turning and provides a passing bay at the kerb, which complies with the applicable acceptable solutions of the code.

Council's Development Engineer has reviewed the proposal and is in support of it subject to conditions. Please see details in the Development Engineer's comments in the internal referral section of this report and the appendix.

Stormwater Management Code

The proposal can dispose of stormwater via gravity to Council's infrastructure. Council's Development Engineer has reviewed the proposal and is in support of it subject to conditions. Please see details in the Development Engineer's comments in the internal referral section of this report and the appendix.

PART F: Specific Area Plans

No Specific Area Plan applies to the site.

INTERNAL REFERRALS

Development Engineer

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

E5.0 Road and Railway Assets Code

The development will not increase vehicle movements, to and from the site, over 40 vehicle movements or over 20% of Tolosa Street AADT 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 of the E5.6.2. Therefore, the proposal complies with Code E5 Road and Railway Assets Code.

E6.0 Parking and Access Code

It is proposed that the new use will be provided with 4 car parking spaces (two spaces for each dwelling) and with enough on-site turning area to be marked as turning bay. The site can be accessed off the existing vehicular access onto the site. The driveway and parking area will generally comply with AS2890.1:2004 and Code E6.0 of the planning scheme.

It is therefore considered to be a safe and efficient access and the site is capable of being developed with no significant the local traffic conditions are not expected to be significantly affected.

E7.0 Stormwater Management Code

There are no GCC stormwater mains affected by this application. The new stormwater connection is proposed to connect into Council's system at the low point, connecting to the existing underground stormwater main (375mm) located at the frontage of the site. Stormwater management details, including a stormwater detention plan was submitted and considered to comply with A3 of E7.7.1 Stormwater Drainage and Disposal.

EXTERNAL REFERRALS

TasWater

TasWater are in support of the proposal and have recommended conditions and advice.

REPRESENTATIONS

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

1. Privacy

The representor states that the proposed deck of dwelling 1 will cause a loss of privacy to habitable rooms of the neighbouring dwelling and the use of the deck will interfere with the enjoyment of that dwellings private outdoor space. In addition, the proposed first floor deck of dwelling 2 will also cause a loss of privacy through overlooking of habitable room windows and the private outdoor space.

Amended plans showing privacy screens fitted with obscure glass on both proposed decks to a height of 1.5m were submitted and shared with the representor. The representor has indicated that the 'screening' would not be effective and remains concerned about the loss of privacy.

Planner's Comment:

The reliance of the proposal on the performance criteria to comply with the privacy standard is discussed in the above sections of the report. In summary, through the assessment of the proposal, the provision of a 1.5m high balustrade/screen that is to be fitted with obscure glass is considered to minimise the potential for overlooking the dwelling on the adjoining lot and its private open space. As such, the proposal satisfies the test of the performance criteria and complies with the standard.

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 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 Road and railwat assets Code, Parking and Access Code and 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 purpose statements and is satisfactory.

Recommendation:

That a permit be granted for the proposed use and development of Multiple Dwellings (2) at 167 Tolosa Street Glenorchy subject to the following conditions:

Planning

1. Use and development must be substantially in accordance with planning permit application No. PLN-18-275 and Drawing No. P2 submitted on 22 February 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 2018/01804-GCC, dated 18 November 2018, form part of this permit.
3. A 1.5m high obscure glass privacy screen must be fitted to the landing(s) and deck(s) that have a finished floor level greater than 1m above natural ground level. This screening must be fitted prior to the issue of the certificate of occupancy and must remain in place for the duration of the use as approved.

Engineering

4. Prior to the issuing of a Building Approval or the commencement of works on site (whichever occurs first), submit a Soil and Water Management Plan detailing proposed sediment and erosion control measures to the satisfaction of 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 be 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. A new stormwater connection via Tolosa Street to the property boundary must be provided by Council to an equivalent 150mm connection to Council's main at the developer's cost. The developer is required to contact Council's Development Engineer to organise for Council to provide a quote to perform the stormwater connection works prior to the issuing of a Building Approval or the commencement of works on site (whichever occurs first).
8. 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) Four (4) clearly marked car parking spaces (two spaces for each dwelling) must be provided in accordance with the approved plan and kept available for these purposes at all times;
 - c) The turning bay between the two dwellings must be clearly line-marked and kept available for these purposes at all times;
 - d) All runoff from paved and driveway areas must be discharged into Council's stormwater system;
 - e) The gradient of any parking areas must not exceed 5%; and
 - f) Minimum carriageway width is to be no less than 3.0 metres.

All works required by this condition must be installed prior to the occupancy of the dwellings.

9. The Stormwater detention for a 1 in 20-year ARI storm event must be provided on site. Any system proposed to retain the required runoff storage volume must be detailed in an engineering design approved as part of the plumbing application, and to be designed, constructed and maintained to the satisfaction of Council's Plumbing Surveyor.

Advice to Applicant

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

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.

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.

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.		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. Noise levels are to be averaged over a 15 minute time interval.		NA
	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;		NA

	(b) security lighting must be baffled to ensure they do not cause emission of light into adjoining private land.		
	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.		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 160m².		NA
10.3.3 Local Shop	A1 A local shop must have a gross floor area no more than 200m².		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) 325m²; 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 per dwelling is to be 385m 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 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.	The proposed dwellings are to be setback more than 4.5m from the frontage.	Yes
	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 frontage. The attached garage for dwelling 1 is to be setback 5.75m from the 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:	Both dwelling 1 and 2 extend outside the vertical building envelope and dwelling 2 is to be within 4m of the rear boundary.	No

	(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: (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) The site coverage is 49%; b) Each dwelling is to have at least 60m² of POS; c) A site area of at least 25% is to be 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 (ii) 12 m², if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and	a) Each dwelling is to have 24m² in one location; b) The POS doesn't have a minimum width of 4m; c) POS is not directly accessible from, and adjacent to, a habitable room (other than a bedroom); d) is not located to the south, south-	No

	(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.	east or south-west of the dwellings; e) is not located between the dwelling and the frontage; f) 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 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 is proposed.	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 (ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the	No 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 is proposed.	Yes

	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. (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 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), is proposed.	Yes

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).	The proposed garage within 12m of the frontage is to have an opening of 2.7m.	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 (ii) from a balcony, deck, roof terrace or the private open space, of the other dwelling on the same site.	The proposed deck for dwelling 1 has part of the finished floor area above 1m of natural ground level and is to be within 3m of the side boundary. Part of the first floor deck for dwelling 2 is to be within 3m of the side boundary and within 4m of the rear boundary. Both decks are to be screening to a height of 1.5m.	No
	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	Proposed dwelling 1 is to have a glazed door within 3m of the side boundary with a floor area more than 1m above ground level; Proposed dwelling 2 is to have windows to habitable rooms within 4m of the rear boundary with a floor height of more than 1m, but are to be fixed with obscure	No

	(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%.	glazing or are highlight windows. Proposed dwelling 2 is to have windows that are more than 1m above natural ground level that are to be within 6m of the the other dwelling on the same site and it's private outdoor space. However, the windows are 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.	
	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 1 is to have a habitable room separated by 1m from the shared driveway. However, the sill height is less than 1.7m above the driveway, is not to be screened of fixed with obscure glazing.	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.	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.	Each dwelling is to have a storage space for bins an area of at least 1.5 m ² per dwelling.	Yes

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.		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: (d) new buildings; (e) other road or earth works; and (f) building envelopes on new lots.		NA
	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: (iii) the existing building; or (iv) an immediately adjacent building.		NA

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		Yes
	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.		Yes
E5.6.3 New Level Crossings	A1 No Acceptable Solutions.		NA
E5.6.4 Sight distance at accesses, junctions and level crossings	A1 Sight distances at: (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and (b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.		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.		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.		N/A

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.		N/A
E6.6.4 Number of Bicycle Parking Spaces	A1 The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.		N/A
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-		N/A

Standard	Acceptable Solution	Proposed	Complies?
	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.		N/A
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:		Yes

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.		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		N/A

Standard	Acceptable Solution	Proposed	Complies?
	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.		N/A
E6.7.9 Design of Motorcycle Parking Areas	A1 The design of motorcycle parking areas must comply with all of the following: (a) be located, designed and constructed to comply with section 2.4.7 "Provision for Motorcycles" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (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
	A2 The design of bicycle parking spaces must be to the class		

Standard	Acceptable Solution	Proposed	Complies?
	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: (a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site; (b) the use is not primarily dependent on outward delivery of goods from the site.	N/A	N/A

Standard	Acceptable Solution	Proposed	Complies?
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; (b) new car parking is provided for more than 6 cars; (c) a subdivision is for more than 5 lots.		N/A
	A3 A minor stormwater drainage system must be designed to comply with all of the following: (a) be able to accommodate a storm with an ARI of 20 years in the case of non-industrial zoned land and an ARI of 50 years in the case of industrial zoned land, when the land serviced by the system is fully developed;		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.		NA

Attachments/Annexures

- 1** Attachement - 167 Tolosa Street Glenorchy



7. PROPOSED USE AND DEVELOPMENT - ALTERATIONS AND EXTENSIONS TO BOOT FACTORY (MANUFACTURING AND PROCESSING) - 18-20 CHESTERMAN STREET MOONAH AND 88 GORMANSTON ROAD MOONAH

Author: Planning Officer (Sylvia Jeffreys)

Qualified Person: Planning Officer (Sylvia Jeffreys)

Property ID: 7433984

REPORT SUMMARY:

Application No.:	PLN-18-314
Applicant:	Xsquared Architects Pty Ltd
Owner:	H A Cuthbertson Holdings P/L
Zone:	Light Industrial Zone
Use Class	Manufacturing and processing
Application Status:	Discretionary
Discretions:	24.4.3 P1 Design E2.5 P1 Use Standards (Potentially Contaminated Land Code) E2.6.2 P1 Excavation (Potentially Contaminated Land Code) E6.6.1 P1 Number of Car Parking Spaces E17.7.1 P1 Standards for Signs
	(The proposal meets all other applicable standards as demonstrated in the attached appendices)
Level 2 Activity?	No
42 Days Expires:	25 Mar 2019

Existing Land Use: Limited Impact Industry

Proposal In Brief: Alterations and extensions to boot factory
(manufacturing and processing)

Representations: 0

Recommendation: Approval, subject to conditions

REPORT IN DETAIL:

PROPOSAL

The application proposes an extension to the Blundstone boot factory at 88 Gormanston Road, Moonah. The proposed extension comprises an existing building which is situated on a neighbouring property to the rear at 18-20 Chesterman Street, Moonah. The proposal is shown in Figure1.

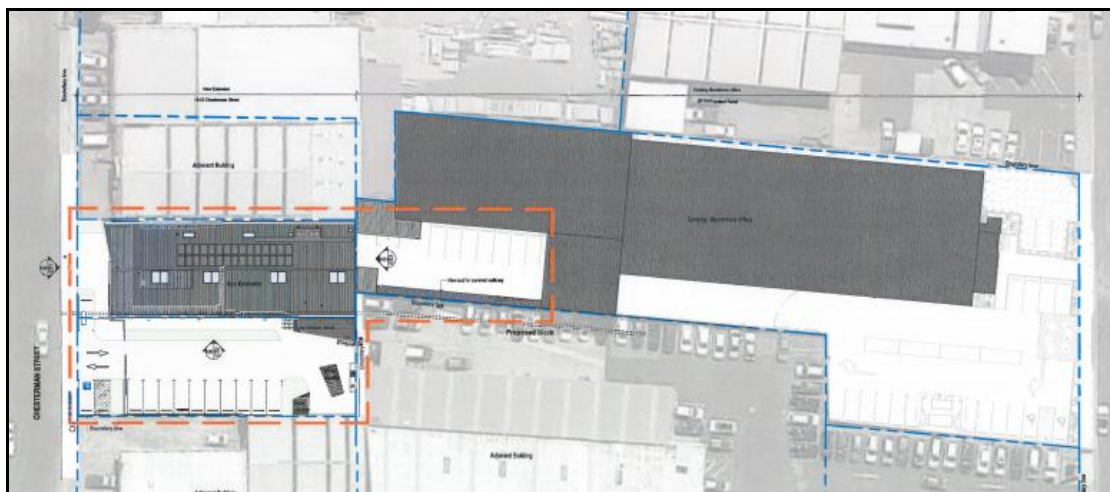


Figure 1: Proposal Plan - X squared Architects

The existing building would be altered and renovated to suit the needs of the factory. The building would have various finishes, such as concrete, brick and steel, in grey tones. The building has a low gable roof, which will be replaced. There would be a new parapet wall at the front of the building with a wall sign containing the business logo. There is also a sign proposed at the rear. The renovations would result in various mezzanine floors, at different levels. The rooms of the building would contain a design centre, a call centre, workshops, storage, offices, meeting rooms, retail area, a kitchen, a gym and a staff recreation area. The use would be classed Manufacturing and Processing, which is the overall use of the factory and is permitted in the Light Industrial Zone. The application also includes a new carpark on the southern side of the building with twelve spaces, as well as a BBQ area with a deck and a covered walkway.

The covered walkway would connect the two Blundstone buildings and would be situated at 88 Gormanston Road. The application is discretionary for percentage area of openings in the façade, potential contamination of land, a parking shortfall of seven spaces and signage larger than 2m².

SITE and LOCALITY

The site lies between Gormanston Road and Chesterman Street in Moonah and comprises three parcels of land. The existing Blundstone factory site is known as 88 Gormanston Road described in title reference CT55344/33. The site of the proposed works is known as 18-20 Chesterman Street and comprises CT 55344/33 and CT55344/36, which have been adhered.

The existing Blundstone factory site contains one large building, with parking areas and has access from Gormanston Road. The land at Chesterman Street is occupied by a large building and a storage yard adjacent. The lots share part of a rear boundary. The total site has an area of 4987m². The site lies within an established industrial area. The nearest residential development is on the other side of Gormanston Road. The site is shown in Figure 2.



Figure 2: Subject Site - Council Database 2016

ZONE

The subject property is located within the Light Industrial Zone shown in fuchsia, which also applies to the surrounding properties. The nearest residential zone shown in red is on the eastern side of Gormanston Road, approximately 110m from the property in Chesterman Street, where the works would occur. The zoning map is shown in Figure 2.

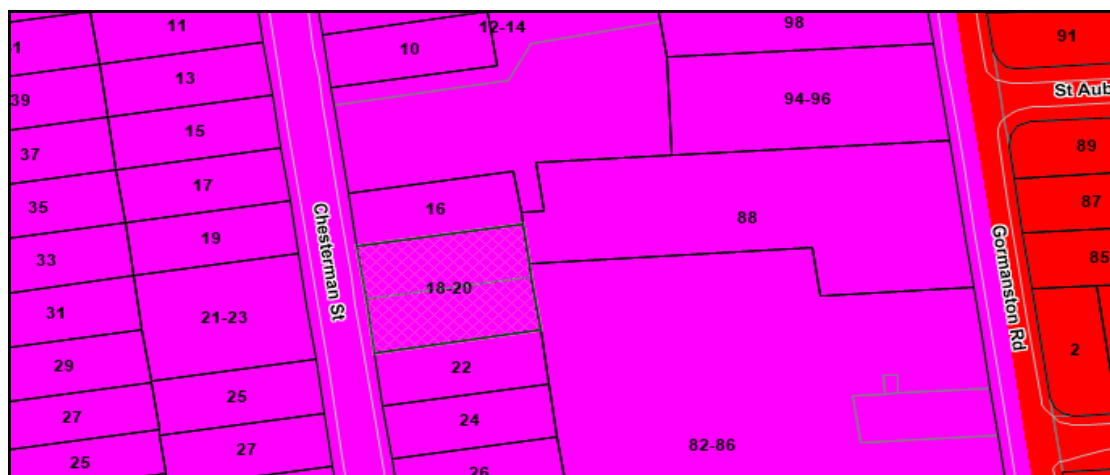


Figure 3: Zoning Map - GIPS 2015

BACKGROUND

Permits

The following permits are relevant:

18-20 Chesterman St

- DA 23-00 Manufacturing of aluminium windows, doors, flyscreens and wardrobe doors and cutting of glass – Approved 16/03/2000

The above permit allowed for a Limited Impact Industry with fifteen carparking spaces.

88 Gormanston Rd

- PLN-12-092 (PLS 43A-11/004) - Combined amendment request and planning permit application. Specified departure and extension to Limited Impact Industry at 84A-88 & 90-92 Gormanston Road, Moonah – Approved 29/12/11

The above permit approved the new Blundstone boot factory at 88 Gormanston Road, which was previously located at 90-92 Gormanston Road. There was a carpark for the factory at 88 Gormanston Road. The existing factory operates on a 5-day 24-hour basis, in three shifts. The permit required the provision of forty-seven parking spaces. The scheme amendment was for a Specified Departure that allowed for 43% of the of the floor space to be used for administrative purposes under the *Glenorchy Planning Scheme 1992*, where there was an upper limit of 25% for ancillary uses. The factory component was stated as 612m² and the warehouse component as 752m² in the planning report for that application, the total floor area is 2361.6m². The Blundstone boot factory provides for office facilities which fulfil both international Head Quarters and local administrative tasks that are co-located with manufacturing and storage facilities. According to the report, many of the manufacturing activities have been outsourced to countries with lower production costs, although certain production remains. This permit also has conditions for noise and operating hours for commercial vehicles.

Titles

The title for CT55344/33 has a Part 5 Agreement registered to provide fifteen parking spaces on CT55344/36. The Part 5 Agreement was for the previous use of the building that now is being renovated. In addition, the titles have since been adhered on 05/01/12.

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.

- E2.0 Potentially Contaminated Land Code
- E5.0 Road and Railway Assets Code
- E6.0 Access and Parking Code
- E7.0 Stormwater Management Code
- E17.0 Signs Code

Use Class Description (Table 8.2):

The application is for an extension to an existing factory, which falls under the use class Manufacturing and Processing. The use is defined in Table 8.2 Use Classes as follows:

Manufacturing and processing

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

The floor plans show a number of rooms that are not for the purpose of manufacturing, such as offices, meeting rooms, a call centre, a gym and a staff recreation area, and most notably a retail area of 45m². Where there are uses that are directly associated with another use on the same site, the uses must be categorised into the same use class. The proposed uses are directly associated and subservient to the Blundstone's overall operations, which were approved as a Limited Impact Industry under the previous Scheme. Manufacturing and processing is the equivalent use under the current Scheme.

The relevant clause for use classification is in 8.2.2 of the Scheme and is as follows:

A use or development that is directly associated with and a subservient part of another use on the same site must be categorised into the same use class as that other use.

Other relevant definitions (Clause 4.1):

There are no definitions that have significant relevance.

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:

- 24.4.3 P1 Design
- E2.5 P1 Use Standards (Potentially Contaminated Land Code)
- E2.6.2 P1 Excavation (Potentially Contaminated Land Code)
- E6.6.1 P1 Number of Car Parking Spaces
- E17.7.1 P1 Standards for Signs

Part C: Special Provisions

There are no special provisions of the Scheme that apply to this proposal.

Part D: Zones

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

Zone Purpose Statements

The purpose of the Light Industrial Zone in 24.1 is as follows:

- To provide for manufacturing, processing, repair, storage and distribution of goods and materials where off-site impacts are minimal or can be managed to minimise conflict or impact on the amenity of any other uses.
- To promote efficient use of existing industrial land stock.
- To minimise land use conflict in order to protect industrial viability and the safety and amenity of sensitive land uses in adjacent zones.
- To provide industrial activity with good access to strategic transport networks.

Comment

The proposal satisfies the above intent because it is for an industrial use and would not cause any off-site impacts. The nearest residential zone is approximately 110m away from the building in Chesterman Street and the use is not expected to generate significant noise. As such, there would be no amenity impact on sensitive uses.

Use Table

The use class Manufacturing and Processing is 'permitted' in the Light Industrial Zone in 24.2 Use Table.

Use Standards

There are use standards for hours of operation, noise, external lighting, commercial vehicle movements and outdoor works areas. The proposal accords with the relevant Acceptable Solutions as demonstrated in the attached Appendix.

Development Standards for Buildings or Works

The proposal accords with the relevant Acceptable Solutions as demonstrated in the attached Appendix, except as follows:

24.4.3 A1 Design

The application does not meet the Acceptable Solution in 24.4.3 (b) with respect to openings in the façade. It is proposed to have 38% of openings, whereas the Acceptable Solution requires 40%. Therefore, the proposal relies on the Performance Criteria as follows:

24.4.3 A1 Design

Building design must enhance the streetscape by satisfying all of the following:

- (a) *provide the main access to the building in a way that is visible from the street or other public space boundary;*

- (b) *provide windows in the front façade in a way that enhances the streetscape and provides for passive surveillance of public spaces;*
- (c) *treat very large expanses of blank wall in the front façade and facing other public space boundaries with architectural detail or public art so as to contribute positively to the streetscape and public space;*
- (d) *ensure the visual impact of mechanical plant and miscellaneous equipment, such as heat pumps, air conditioning units, switchboards, hot water units or similar, is limited when viewed from the street;*
- (e) *ensure roof-top service infrastructure, including service plants and lift structures, is screened so as to have limited visual impact;*
- (f) *only provide shutters where essential for the security of the premises and other alternatives for ensuring security are not feasible;*
- (g) *be consistent with any Desired Future Character Statements provided for the area.*

Comment

The front façade includes doors and glazing with an area of approximately 44m², which is 38% of the area of the façade. The glazing in the front façade would allow for passive public surveillance. In terms of streetscape there would be other design feature on the façade to enhance the street scape, in addition to the glazing. Furthermore, there are large windows on the side wall that overlook the carpark, as well as the street so that passive public surveillance would also be available from these widows.

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

Part E: Codes

The following codes of the Scheme apply to this proposal:

E2.0 Potentially Contaminated Land Code

The site is identified as contaminated land as it adjoins land at the rear that is known to have been used for a potentially contaminated activity, so that this code applies.

E2.5 Use Standards

The application cannot satisfy the Acceptable Solutions in E2.5 A1 Use Standards and E2.6.2 A1 Excavation. The first standard requires certification from the Director of the Environmental Protection Authority for the Acceptable Solution, and the second standard does not have an Acceptable Solution. Therefore, the proposal relies on the Performance Criteria as follows:

E2.5 P1 Use Standards

Land is suitable for the intended use, having regard to:

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

E2.6.2 P1 Excavation

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

The application was supported by an Environmental Site Assessment (ESA) that was found satisfactory by Council's Environmental Health Officer, who recommended conditions accordingly. Therefore, the proposal complies with the standard through the Performance Criteria.

Please refer to the assessment under the Referrals section later in this report.

E5.0 Road and Railway Assets 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 Access and Parking Code

The proposal accords with the relevant Acceptable Solutions as demonstrated in the attached Appendix, except as follows:

E6.6.1 Number of Car Parking Spaces

The application does not satisfy the Acceptable Solution in E6.6.1 A1 as there is a shortfall of seven parking spaces.

The provisions for car parking are set forth in Table E6.1 Number of Car Parking Spaces Required, where the relevant section is as follows:

Use Class: Manufacturing and processing

Manufacturing and processing	1	for each 50m ² of floor area.
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The proposal relies on the 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 application is supported by a Traffic Impact Assessment (TIA), which was referred to Council's Traffic Engineer. The TIA recalculated the parking for the whole site.

According to the TIA there is a parking supply of 62 spaces with 50 parking spaces existing and an additional 12 parking spaces proposed. Based on the above rate the site needs to provide for 69 parking spaces based on a floor area of 3456m², which is the existing factory and the new building.

The TIA states that there would be only a few additional staff employed as a result of the new extension so that demand would not be significantly be increased. In addition, some staff at the site work in shifts. There is a bus service near the site and the intercity bike track is not far from the site.

The application was referred to the Council's Traffic Engineer, who is satisfied that the parking provided is sufficient and meets the Performance Criteria. For further comments, please refer to the assessment under the Referrals section later in this report.

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.

E17.0 Signs Code

The application includes two signs. There would be a business logo on the front wall and a business slogan on the rear wall, with illuminated letters. The sign on the front wall would have the following dimensions: 5m x 1.5m, which is 7.5m². The sign at the back would be 5.6m x 0.3m, which is 1.68m². The proposed signs are shown in Figure 4.

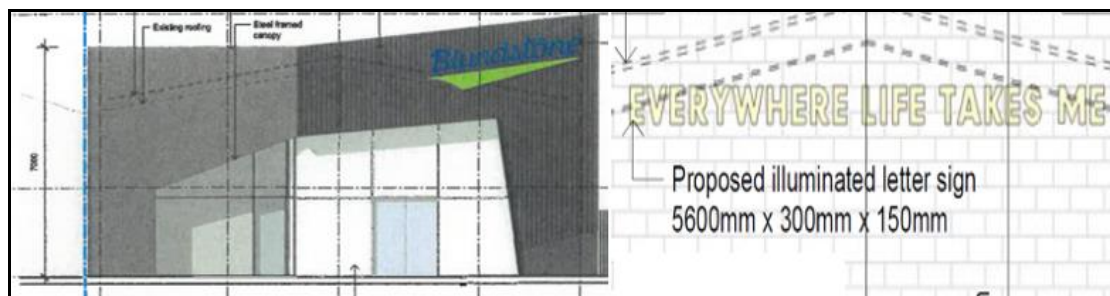


Figure 4: Proposed Signs - X squared Architects

E17.7 Development Standards

The application accords with all relevant Acceptable Solutions as demonstrated in the attached Appendix, except as follows:

E17.7.1 Standards for Signs

The proposed signs are classed as wall signs. The sign on the rear wall would be less than 2m² and complies. The sign on the front wall would be more than 2m² and does not accord with the Acceptable Solution in E17.7.1 A1 as underlined below:

Wall Sign	(a) Message on the front face only; (b) Projection from the face of the wall or fence no more than 450mm; (c) Does not extend laterally beyond the wall or above the top of the wall to which it is attached; (d) <u>Area of sign no more than 2m².</u>
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Therefore, the proposed sign relies on the related Performance Criteria as follows:

E17.7.1 P1 Standards for Signs

A sign not complying with the standards in Table E17.2 or has discretionary status in Table E17.3 must satisfy all of the following:

- (a) be integrated into the design of the premises and streetscape so as to be attractive and informative without dominating the building or streetscape;*
- (b) be of appropriate dimensions so as not to dominate the streetscape or premises on which it is located;*
- (c) be constructed of materials which are able to be maintained in a satisfactory manner at all times;*
- (d) not result in loss of amenity to neighbouring properties;*
- (e) not involve the repetition of messages or information on the same street frontage;*
- (f) not contribute to or exacerbate visual clutter;*
- (g) not cause a safety hazard.*

Comment

The proposed sign has an area of more than 7.5m², but is not considered to be of excessive proportions, as the sign would be attached to a large wall. As such, the sign would not dominate the building or the streetscape. There would be no adverse impact on neighbouring properties and there would be no safety hazard.

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

PART F: Specific Area Plans

No Specific Area Plan applies.

INTERNAL REFERRALS

Traffic Engineer

1. *Introduction*

The application was supported by a Traffic Impact Assessment (TIA) prepared by Howarth Fisher and Associates dated December 2018. The TIA has been reviewed and the findings are presented below.

2. *TIA Assessment*

2.1 Traffic Volumes

The TIA includes traffic volumes collected by Glenorchy City Council at the Derwent Park end of Chesterman Street in 2006.

While this traffic data is not recent, the traffic volumes are considered to be adequately described in the TIA.

2.2 Road Safety

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

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

2.3 Existing traffic Generation

The TIA includes existing traffic generation rates collected on site during the afternoon peak period between 4:20pm and 5:20pm.

The existing traffic generation is considered to be adequately described in the TIA.

2.4 Traffic Generation

The methodology used in the TIA to determine the generation of the proposed development is based on the number of additional staff to be employed by the business. The TIA is however silent on the traffic generation expected due to the retail space and design space.

The traffic generation of the storage warehouse development is not considered to have been adequately calculated in the TIA.

2.5 Traffic Analysis

The TIA does not include an operational assessment which considers the traffic generated by the development. However, the expected traffic generation is not expected to create any operational or capacity constraints at the driveways of the development or the surrounding road network.

2.6 Parking

2.6.1 Parking Supply

The TIA states that there is a parking supply of 62 spaces with 50 parking spaces existing and an additional 12 parking spaces proposed.

The available parking is adequately described.

2.6.2 Parking Demand

According to Clause E6.6.1 (a) of the Planning Scheme, the number of on-site car parking spaces must be no less than the number specified in Table E6.1 and no more than 10% greater than that number. Based on this, the proposed development is required to provide 93 parking spaces.

The provision of 62 parking space does not comply with the Acceptable Solution A1 of the Planning Scheme. As such, Performance Criteria P1 has been considered in the TIA and it has been concluded that the provision of parking spaces meets the requirements of Performance Criteria P1.

The assessment undertaken, and the conclusion drawn are adequate.

2.6.3 Accessible Car Parking Space

According to Clause E6.6.2 of the Planning Scheme, car parking spaces provided for people with disability must satisfy the relevant provisions of the Building Code of Australia, be incorporated into the overall car park design and be located as close as possible to the building entrance.

The Building Code of Australia requires 1 accessible car parking space for every 100 car parking spaces or part thereof for the proposed development. The TIA states that 1 accessible car parking space will be provided on the site frontage on Chesterman Street. As such, the Planning Scheme requirements are met.

2.7.4 Bicycle Parking Spaces

According to Clause E6.6.4 of the Planning Scheme, the number of on-site bicycle parking spaces provided must be no less than the number specified in Table 6.2. Table 6.2 requires the provision of 3 employee bicycle parks.

The provision of 3 bicycle parks on the proposed development meets the Planning Scheme requirements.

2.7.4 Motorcycle Parking Spaces

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

This requires the provision of no motorcycle parking spaces.

2.7.5 Car Parking Layout

Clause E6.7.5 of the Planning Scheme states that the layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 “Design of Parking Modules, Circulation Roadways and Ramps” of AS/ NZS 2890.1:2004 Parking Facilities Part 1: Off-Street car parking and must have sufficient headroom to comply with Clause 5.3 “Headroom” of the same standard.

The TIA states that the proposed parking spaces are 5.4m long and 2.5m wide which meets the requirements of AS2890.1.

2.7.6 Car Parking Circulation

The TIA states that a two-way search and circulation pattern operates within the car parking area and includes vehicle swept paths demonstrating vehicles are able to manoeuvre within and in and out of the car park.

The assessment undertaken is considered adequate.

2.7 Vehicle Access

2.7.1 Access Safety

According to Clause E5.5.1 (A3) of the Planning Scheme, 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 20% or 40 vehicle movements per day, whichever is the greater.

The proposed development meets the requirements of Clause E5.5.1 (A3).

2.7.2 Vehicular Access

According to Clause E6.7.2 (a) of the Planning Scheme, the location, sight distance, width and gradient of a commercial 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.

Based on AS/ NZS 2890.1:2004, for a class 1A parking facility with 25-100 parking spaces and a frontage to a local road, a combined driveway width of 3 – 5.5m is required.

The provision of a combined 7m width driveway meets the requirements of Clause E6.7.2 (a) of the Planning Scheme.

2.7.3 Sight Distance

According to Table 5.1 of the Planning Scheme, sight distance of 80m is required on a road with a speed limit of 50km/h.

The TIA notes that the sight distance to the north and the south of the access on Gormanston Road and Chesterman Street are all in excess of 80m. The TIA concludes that the sight distances at the proposed driveways for the development will be quite sufficient.

This assessment and the conclusion drawn are adequate.

3. Conclusion

The submitted TIS has been reviewed and it is assessed that the proposed development is not expected to have any significant detrimental impacts on the surrounding road network in terms of traffic efficiency or road safety. There are no objections with respect to traffic and parking.

Development Engineer

E5.0 Road and Railway Assets Code

The new use will not increase vehicle movements, to and from the site, over 40 vehicle movements or over 20% of the existing and therefore complies with the Acceptable solution A3 of E5.5.1. The site can be accessed off the existing vehicle crossings, and no new access is proposed; this complies with A1 and A2 of the E5.6.2. Therefore, the development complies with Code E5 Road and Railway Assets Code.

E6.0 Parking and Access Code

It is proposed to add twelve (12) parking spaces to the existing to make the total of 62 parking spaces over the existing paved area fronting Chesterman Street. Base on the floor area, the total number of car parking spaces required under the GIPS E6.6.1 is 69 spaces; hence this results in the shortfall of 7 parking spaces. 3 bicycle parking is also part of the proposal; this complies with the Scheme requirement. The TIA submitted as part of the development addressed Code E5 and E6 including the performance criteria P1, E6.6.1 including car parking demand, availability and frequency of public transport within 400m, availability of other modes of transport, share of parking arrangements, stated that all parking demand will be contained on site etc. Council's Traffic Engineer has reviewed the TIA and concluded that the proposal development is not expected to have any significant detrimental impacts on the surrounding road network, refer to Traffic Engineer Referral. Proposed parking arrangement will comply with AS2890.1:2004 in general as shown on the plan received. The on-site turning area can be achieved to facilitate the turning; this arrangement is acceptable. The existing vehicle crossing is able to accommodate the passing bay; this arrangement also helps to improve the sight distance at the access point to Chesterman Street. Therefore, 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.

E7.0 Stormwater Management Code

A new 150mm connection is proposed as part of the development to take the 1 in 50 year storm event to comply with A3 of Code E7.0. The site is fully sealed, and all run-off shall be discharged to Council's approved outlet. Works proposed including timber deck, removal to doors and windows are over the existing Council's 300mm main, this has been referred to the Hydraulic section. The footing plan received shows that there is more than 1 metre away measured horizontally between the deck footing and the main.

Other

E3.0 Landslide Code

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

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

Not Acceptable.

E15.0 Inundation Prone Areas Code

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

Hydraulics Engineer

Comments

The application seeks approval for alterations and extensions to the Blundstone Office at 18-20 Chesterman Street and 88 Gormanston Road, Moonah.

Stormwater quality has been modelled by the developer using MUSIC. The modelling shows reductions in pollutants to above stormwater quality targets.

The site is currently 100% impervious, as such, there is no need to impose site discharge and detention requirements.

The footings of the existing structure are indicated to be over Council's DN300mm stormwater main, with the exact location of the main unknown. Prior to construction work beginning, the stormwater main must be accurately located. Furthermore, the stormwater main must be CCTV surveyed prior to commencement and after completion.

There are no objections to the development from a hydraulics engineering perspective, subject to the recommended conditions.

Environmental Health Officer

The sites have been identified as either contaminated or potentially contaminated land, as such, E2.0 Potentially Contaminated Land Code applies to this development.

To address section E2.6.2 Excavation, Geo-Environmental Solutions (GES) were engaged to undertake an Environmental Site Assessment (ESA). Based on the findings from the ESA, GES determined that this development will pose a low risk to human health and the environment where recommendations contained within the report are adopted and applied. These recommendations are intended to manage contamination and the associated risk to human health and the environment. It is recommended that these recommendations be applied to the permit as conditions.

In addition, and based on the reports finding and recommendations, this development has satisfied E2.5 Use Standards P1 regarding human health and the environment.

EXTERNAL REFERRALS

TasWater

The application was referred to TasWater, which has nominated a number of conditions should the application be approved. The Water and Sewerage Industry Act 2008 requires the Planning Authority to include conditions from TasWater, if a permit is granted.

REPRESENTATIONS

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

CONCLUSION

The application is for an extension to the Blundstone boot factory, which comprises redevelopment of a building at the rear, a new carpark, a covered walkway and signage. The site lies within the Light Industrial Zone and the use is classed Manufacturing and Processing, which is a permitted use in the zone.

The application invokes discretion with respect to percentage of area of openings in the façade, potential contamination of land, a parking shortfall and signage area. The discretions relating to the façade and signage are very minor and satisfy the Performance Criteria in terms of passive surveillance, streetscape and amenity.

The application was supported with an Environmental Site Assessment that demonstrates that any contamination can be handled appropriately. Council's Environmental Health Officer recommends conditions accordingly.

There is a parking shortfall of seven spaces. The application was supported by a Traffic Impact Assessment that demonstrates accordance with the Performance Criteria to the satisfaction of Council's Traffic Engineer.

There were no representations received.

In terms of conditions, special conditions are recommended for the construction of a deck over a stormwater main. The applicant has submitted preliminary plans, which were satisfactory. The applicant will be required to obtain separate approval from the General Manager to satisfy requirements under the *Building Act 2016* and the *Urban Drainage Act 2013*.

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 Alterations and extensions to boot factory (manufacturing and processing) at 18-20 Chesterman Street Moonah and 88 Gormanston Road Moonah subject to the following conditions:

Planning

1. Use and development must be substantially in accordance with planning permit application No. PLN-18-314 and Drawing No. P1 submitted on 03/12/18 (pages 1, 4, 6, 7 and 8) and Drawing No. P2 submitted on 12/02/19 (pages 1, 2 and 3), and Drawing No. P3 submitted on 21/02/12, 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. TWDA2019/00194-GCC, dated 19/02/19, form part of this permit.
3. Noise emissions measured at the boundary of a residential zone must not exceed the following:
 - (a) 55dB(A) (LAeq) between the hours of 7.00 am to 7.00 pm;
 - (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00 pm to 7.00 am;
 - (c) 65dB(A) (LAmax) at any time.

Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness.

Noise levels are to be averaged over a 15 minute time interval.

4. Mechanical plant and miscellaneous equipment such as heat pumps, air conditioning units, switchboards, hot water units or similar must be screened from view from the street and other public spaces.

Engineering

5. Soil and water management is to comply with best practice to prevent any transfer of soil material outside of the area specifically and necessarily disturbed for construction. Particular attention is to be paid to ensure no soil material is tracked onto roads and footpaths or to enter the Council's stormwater system. All aspects and protection measures in connection with soil and water management are to comply with the requirements of Council's Development Engineer and be installed prior to the removal of and/or disturbance of any soil or vegetation.

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

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

7. 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.
8. The developer is required to contact Council to provide a quote to perform the proposed 150mm stormwater connection works prior to the issuing of a Building Permit Approval or the commencement of works on site.
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;
 - (b) Twelve (12) clearly marked car parking spaces via Chesterman Street must be provided in accordance with the approved plan and kept available for these purposes at all times;
 - (c) Of the required number of car parking spaces, one (1) car parking space must be provided for the exclusive use of people with disabilities, clearly marked and kept available for these purposes at all times;
 - (d) Three (3) bicycle spaces must be provided;
 - (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) Landscaping of parking and circulation areas must be provided and must be no less than 5 percent of the area of the car park;
 - (h) Car parking lighting must be provided to AS 1158.3.1;
 - (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.

All works required by this condition must be installed prior to the occupancy of the dwelling.

Hydraulics Engineer

10. Stormwater detention for a 1 in 50 year ARI storm event must be provided on site. Any system proposed to retain the required runoff storage volume must be detailed in an engineering design lodged and approved as part of the plumbing application, and to be designed, constructed and maintained to the satisfaction of Council's Plumbing Surveyor.
11. The development must incorporate water sustainable urban design (WSUD) elements, as detailed in the submitted Stormwater Management Report. The elements are required to achieve the designed pollutant removal rates and must be implemented prior to the issue of the certificate of occupancy.
12. Prior to the commencement of works, a WSUD Maintenance Scheme must be submitted, to the satisfaction of Council's Manager Infrastructure, Engineering and Design, defining the maintenance method and frequency for each WSUD elements incorporated in the treatment train. The future body corporate managing the site shall comply with the WSUD Maintenance Scheme once it is approved by the Council, and any changes to this Scheme must first be approved by Council.
13. Internal stormwater infrastructure must be designed to accommodate a 2% AEP storm event. The system proposed must be detailed in an engineering design approved as part of the plumbing application, and is to be designed, constructed and maintained to the satisfaction of Council's Plumbing Surveyor.

Advice to Applicant

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

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.

Easement

Please be advised that Section 73 of the *Building Act 2016* and Section 13 of the *Urban Drainage Act 2013*, state that a person must not cause or permit any prescribed structure to be built on, or any filling to be placed on or removed from land over an existing easement or within one metre from the edge of an existing stormwater system measured horizontally, unless the owner/developer obtains written consent from the General Manager of the Council.

You are advised that this consent needs to be obtained separately and could create issues with subsequent issuing of building approvals if not granted.

Potential soil contamination

All excavated material needs to be sampled by a suitably qualified environmental consultant and compared against the Environmental Protection Authority (EPA) Tasmania Information Bulletin No. 105 (IB105) soil classification (Table 2). Soil containing contaminant concentrations above level 1 (fill material) maximums and below level 2 (low level contaminated soil) maximums will require an approval for the disposal of Low Level Contaminated Soil. This approval will need to be sought from both the landfill operator and the EPA. This application will need to address Section 5 of the EPA IB105.

Appendix A

24.0 Light Industrial Zone

Standard	Acceptable Solution	Proposed	Complies?
24.3 Use of Standards			
24.3.1 Hours of Operation	A1 Hours of operation of a use within 100 m of a residential zone must be within: (a) 7.00 am to 7.00 pm Mondays to Fridays inclusive; (b) 9.00 am to 5.00 pm Saturdays; (c) nil Sundays and Public Holidays. except for office and administrative tasks.	The operating hours for the proposed extensions are as follows: Monday to Friday 8:30 am to 5.30pm	Yes
24.3.2 Noise	A1 Noise emissions measured at the boundary of a residential zone must not exceed the following: (a) 55dB(A) (LAeq) between the hours of 7.00 am to 7.00 pm; (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00 pm to 7.00 am; (c) 65dB(A) (LAmx) 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.	The proposal will be consistent with A1	Yes

Standard	Acceptable Solution	Proposed	Complies?
	Noise levels are to be averaged over a 15 minute time interval.		
	A2 External amplified loud speakers or music must not be used within 50 m of a residential zone.		NA
24.3.3 External Lighting	A1 External lighting within 50 m of a residential zone must comply with all of the following: (a) be turned off between 10:00 pm and 6:00 am, except for security lighting; (b) security lighting must be baffled to ensure they do not cause emission of light outside the zone.	External lighting will be provided within the carpark, which is more than 50m from the nearest residential zone. Security lighting will be baffled.	Yes
24.3.4 Commercial Vehicle Movements	A1 Commercial vehicle movements, (including loading and unloading and garbage removal) to or from a site within 50 m of a residential zone must be within the hours of: (a) 7.00 am to 7.00 pm Mondays to Saturdays inclusive; (b) 9 am to 5.00 pm Sundays and public holidays.	The operating hours for the proposed extensions are as follows: Monday to Friday 8:30 am to 5.30pm	Yes
24.3.5 Outdoor Work Areas	A1 Outdoor work areas and noise-emitting services such as air conditioning equipment, pumps and ventilations fans must not be located within 50 m of a residential zone.	No outdoor working area is proposed	NA

Standard	Acceptable Solution	Proposed	Complies?
24.4 Development Standards for Buildings and Works			
24.4.1 Building Height	A1 Building height must be no more than: 9m.	Maximum building height: 8.01m	Yes
	A2 Building height within 10 m of a residential zone must be no more than 8.5 m.	The building is more than 10 from any residential zone.	Yes
24.4.2 Setback	A1 Building setback from frontage must be parallel to the frontage and must be no more than: (a) 10 m; or (b) the alignment of the adjoining buildings • whichever is the lesser.	The building is existing, but the new parapet wall would be at an angle so as to reduce the front setback slightly to 3.915m on the northern boundary. The neighbouring building has a lesser setback of approximately 2.9m. The building to the south has a setback of approximately 3.8m Therefore, the proposal complies.	Yes
	A2 Building setback from a residential zone must be no less than: (a) 10m; or (b) half the height of the wall, • whichever is the greater.	The site is not adjacent to any residential zone.	Yes
24.4.3 Design	A1 Building design must comply with all of the following:	a) The entrance faces Chesterman Street, which complies.	Discretionary – please see report

Standard	Acceptable Solution	Proposed	Complies?
	(a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site; (b) for new building or alterations to an existing facade provide windows and door openings at ground floor level in the front façade no less than 40% of the surface area of the ground floor level façade; (c) for new building or alterations to an existing facade ensure any single expanse of blank wall in the ground level front façade and facades facing other public spaces is not greater than 50% of the length of the facade; (d) screen mechanical plant and miscellaneous equipment such as heat pumps, air conditioning units, switchboards, hot water units or similar from view from the street and other public spaces; (e) incorporate roof-top service infrastructure, including service plants and lift structures, within the design of the roof; (f) provide awnings over the public footpath if existing on the site or on adjoining lots; (g) not include security shutters over windows or doors with a frontage to a street or public place.	b) The front façade includes glazing with an area of approximately 44m², which is 38% of the area of the front façade does not comply. c) There would not be an expanse of blank wall greater than 50%, because of design features, which complies. d) Mechanical plant would be located towards the rear of the roof and would be screened from the street by the parapet wall, which complies. e) Roof top service infrastructure is to be incorporated within the design of the roof, which complies. f) There are no awnings on adjoining lots so that this clause is not applicable. g) No security shutters are proposed., so that this clause is not applicable.	

Standard	Acceptable Solution	Proposed	Complies?
	A2 Walls of a building facing a residential zone must comply with all of the following: (a) be coloured using colours with a light reflectance value not greater than 40 percent; (b) if within 50m of a residential zone, must not have openings in walls facing the residential zone, unless the line of sight to the building is blocked by another building.	The building is not near a residential zone.	NA
24.4.4 Passive Surveillance	A1 Building design must comply with all of the following: (a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site; (b) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the front façade which amount to no less than 20 % of the surface area of the ground floor level facade; (c) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the façade of any wall which faces a public space or a car park which amount to no less than 10% of the surface area of the ground floor level facade; (d) avoid creating entrapment spaces around the building site, such as concealed alcoves near public spaces; (e) provide external lighting to illuminate car parking areas and pathways; (f) provide well-lit public access at the ground floor level from any external car park.	(a) The main pedestrian entrance to the building faces Chesterman Street. (b) Openings are 38% of the ground floor level façade. (c) The building faces the adjacent car park to the south, where there are five large windows and three medium windows, which account for well more than 10% of openings on the ground floor level. (d) There would be no recesses that would create entrapment spaces. (e) There would be carpark lighting (f) There would be well lit access at the ground floor	Yes

Standard	Acceptable Solution	Proposed	Complies?
24.4.5 Landscaping	A1 Landscaping must be provided along the frontage of a site (except where access is provided) unless the building has a nil setback to frontage.	The proposal provides for landscaping as shown on the plan.	Yes.
	A2 Along a boundary with a residential zone landscaping must be provided for a depth no less than: 10m.	The site does not adjoin a residential area.	NA
24.4.6 Outdoor Storage Areas	A1 Outdoor storage areas for non-residential uses must comply with all of the following: (a) be located behind the building line; (b) all goods and materials stored must be screened from public view; (c) not encroach upon car parking areas, driveways or landscaped areas.	No outdoor storage area is proposed.	NA
24.4.7 Fencing	A1 Fencing must comply with all of the following: (a) fences, walls and gates of greater height than 2.1 m must not be erected within 10 m of the frontage; (b) fences along a frontage must be at least 50% transparent above a height of 1.2 m; (c) height of fences along a common boundary with land in a residential zone must be no more than 2.1 m and must not contain barbed wire.	A 2m high metal fence is proposed on the southern boundary and at the front of the carpark, 7m back from the frontage. The fence would have transparency of 50%.	Yes

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.	There is no certification.	Discretion – see report
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 proposed	NA

Standard	Acceptable Solution	Proposed	Complies?
E2.6.2 Excavation	A1 No acceptable solution.		Discretion – see report

APPENDIX C**E17.0 Signs Code**

Standard	Acceptable Solution	Proposed	Complies?
E17.6 Use Standards			
E17.6.1 Use of Signs	A1 A sign must be a permitted sign in Table E17.3	A Wall sign is permitted within the Light Industrial Zone	Yes
	A2 A sign associated with the sale of goods or services must relate directly to the use of the building or site to which it is affixed.	The proposed signs relate to Blundstone's	Yes
	A3 A sign must not contain flashing lights, moving parts or changing messages or graphics, except if a Statutory Sign	One of the signs is illuminated but does not contain flashing lights.	Yes
	A4 An illuminated sign must not be located within 30 metres of a residential use, except if a Statutory Sign.	The illuminated sign at the rear is approximately 120m from the nearest residential zone.	Yes
E17.7 Development Standards			
E17.7.1 Standards for Signs	A1 A sign must comply with the standards listed in Table E.17.2 and be a permitted sign in Table E17.3.	One of the signs exceeds the area of the sign standard.	Discretion – see report
	A2 The number of signs per business per street frontage must comply with all of the following:	There would be two wall signs, but not facing the same frontage.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(a) maximum of 1 of each sign type; (b) maximum of 1 window sign per window; (c) if the street frontage is less than 20 m in length, the maximum number of signs on that frontage is 3; (d) if the street frontage is 20 m in length or greater, the maximum number of signs on that frontage is 6. except for the following sign types, for which there is no limit; (i) Building Site, (ii) Name Plate, (iii) Newspaper Day Bill, (iv) Open/Closed, (v) Real Estate, (vi) Street Number, (vii) Temporary Sign.		
	A3 Signs must not obscure or prevent or delay a driver from seeing a Statutory Sign or a Tourist Information Sign.	The signs would not obscure any statutory sign.	Yes
	A4 Signs must not resemble Statutory Signs because of the same or similar shape, size, design, colour, letter size or lighting.	The signs would not resemble a Statutory Sign.	Yes
	A5 For properties that have a common boundary with Brooker Avenue, any advertising sign must be located at least 5m from that boundary.	The property is not located near the Brooker Highway.	Yes

E17.7.2 Standards for signs on Heritage Places subject to the Heritage Code or within Heritage Precinct or Cultural Landscape Precincts	A1 No acceptable solution.	The property is not heritage listed.	Yes
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APPENDIX D**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.		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
	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

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		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.		Yes
E5.6.3 New Level Crossings	A1 No Acceptable Solutions.		NA
E5.6.4 Sight distance at accesses, junctions and level crossings	A1 Sight distances at: (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and (b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.		Yes

APPENDIX E**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.		No – TIA addressed the PC
E6.6.2 Number of Accessible Car Parking Spaces for People with a Disability	A1 Car parking spaces provided for people with a disability must: (a) satisfy the relevant provisions of the Building Code of Australia; (b) be incorporated into the overall car park design; (c) be located as close as practicable to the building entrance.		Yes

Standard	Acceptable Solution	Proposed	Complies?
E6.6.3 Number of Motorcycle Parking Spaces	A1 The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.		N/A
E6.6.4 Number of Bicycle Parking Spaces	A1 The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.		Yes
E 6.7 Development Standards			
E6.7.1 Number of Vehicle Accesses	A1 The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.		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;		Yes

Standard	Acceptable Solution	Proposed	Complies?
	(b) in the case of commercial vehicle access; the location, sight distance, geometry and gradient of an access must be designed and constructed to comply with all access driveway provisions in section 3 "Access Driveways and Circulation Roadways" of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities.		
E6.7.3 Vehicular Passing Areas Along an Access	A1 Vehicular passing areas must: (a) be provided if any of the following applies to an access: (i) it serves more than 5 car parking spaces; (ii) is more than 30 m long; (iii) it meets a road serving more than 6000 vehicles per day; (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; (c) have the first passing area constructed at the kerb; (d) be at intervals of no more than 30 m along the access.		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
E6.7.8 Landscaping of Parking	A1 Landscaping of parking and circulation areas must be provided where more than 5 car parking spaces are proposed. This		Yes

Standard	Acceptable Solution	Proposed	Complies?
Areas	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.		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.		Yes
	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.		

Standard	Acceptable Solution	Proposed	Complies?
E6.7.11 Bicycle End of Trip Facilities	A1 For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycle spaces thereafter.		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: (a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site; (b) the use is not primarily dependent on outward delivery of goods from the site.	N/A	N/A
E6.7.14 Access to a Road	A1 Access to a road must be in accordance with the requirements of the road authority.		Yes

APPENDIX F**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; (b) new car parking is provided for more than 6 cars; (c) a subdivision is for more than 5 lots.		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;		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.		NA – existing fully impervious surface

Attachments/Annexures

- 1** Attachment - 18-20 Chesterman Street & 88 Gormanston Road
[⇒](#) Moonah